



FOUR-DOOR RS2000 FOR SALE
One of only 10 in the UK! The car's full story

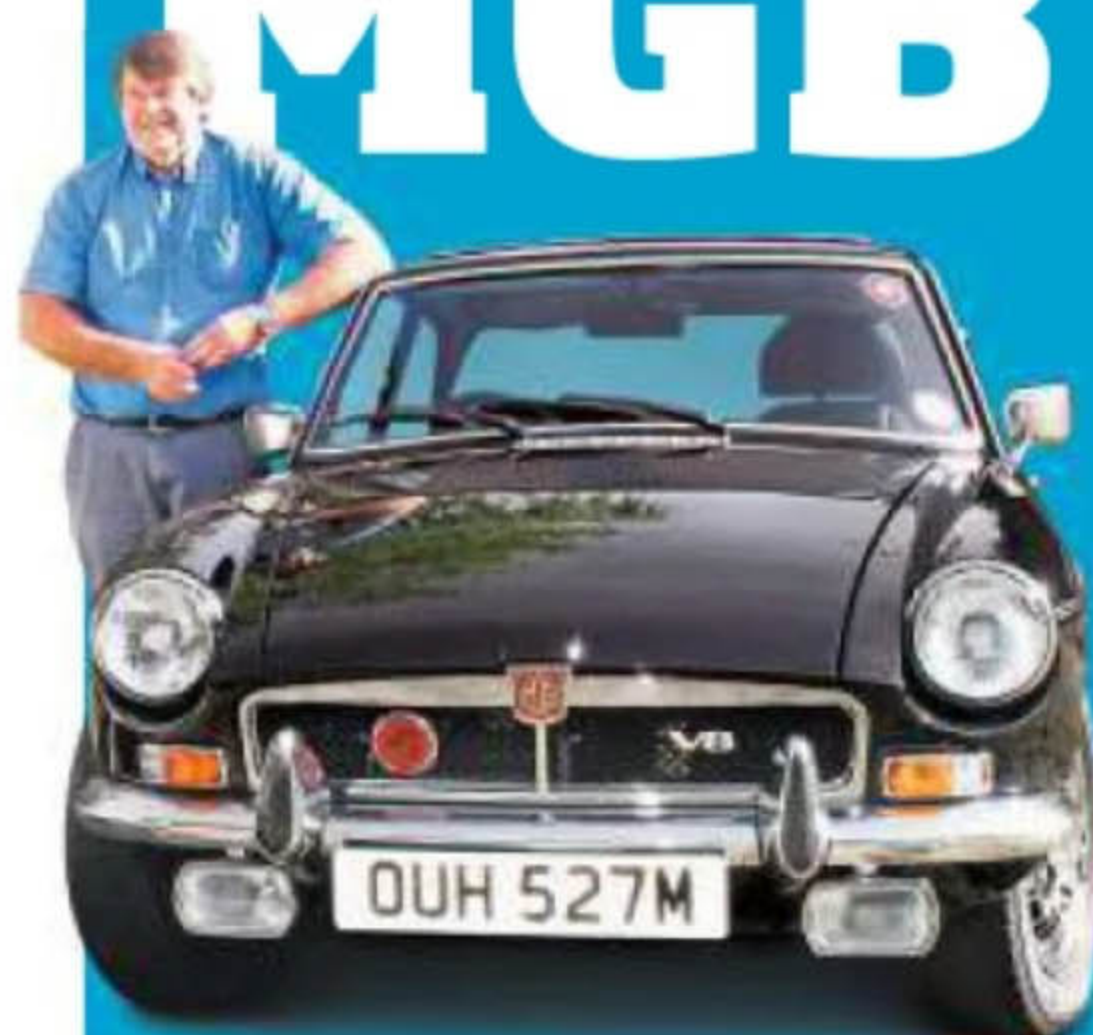
WEDNESDAY 22 January 2020 No 1523 £2.80

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS

40 YEARS OF
UPS & DOWNS

TV STAR
MGB



Rescued after
TWO crashes!

UK's CLASSICS HIT BY 'FATAL' FUEL THREAT

Westminster group representing the nation's historic vehicles vows to make sure higher ethanol petrol isn't forced on classics

The planned nationwide rollout of higher ethanol petrol – linked to fuel system damage and fires in classics – has been named as the biggest challenge to classic owners by a group of MPs representing older vehicles at Westminster.

Sir Greg Knight MP, head of the All-Party Parliamentary Group for Historic Vehicles, said that emissions zones and the cost of parking were on the newly-reformed group's agenda. However, making

sure that classic owners weren't affected by plans to increase the amount of ethanol in petrol from the current five per cent, known as E5, to ten per cent, to help lower overall vehicle emissions was the biggest priority during forthcoming discussions with the Department for Transport.

Sir Greg said: 'The danger in the main is not malevolence, but ignorance. E10 is fatal.'

► **WHAT THE EXPERTS THINK, PAGE 3**

PLUS CLASSIC PARADES ANNOUNCED FOR NEC SHOW FULL STORY, P2



FORD GALAXIE £12,495

BMW Z3 £7995

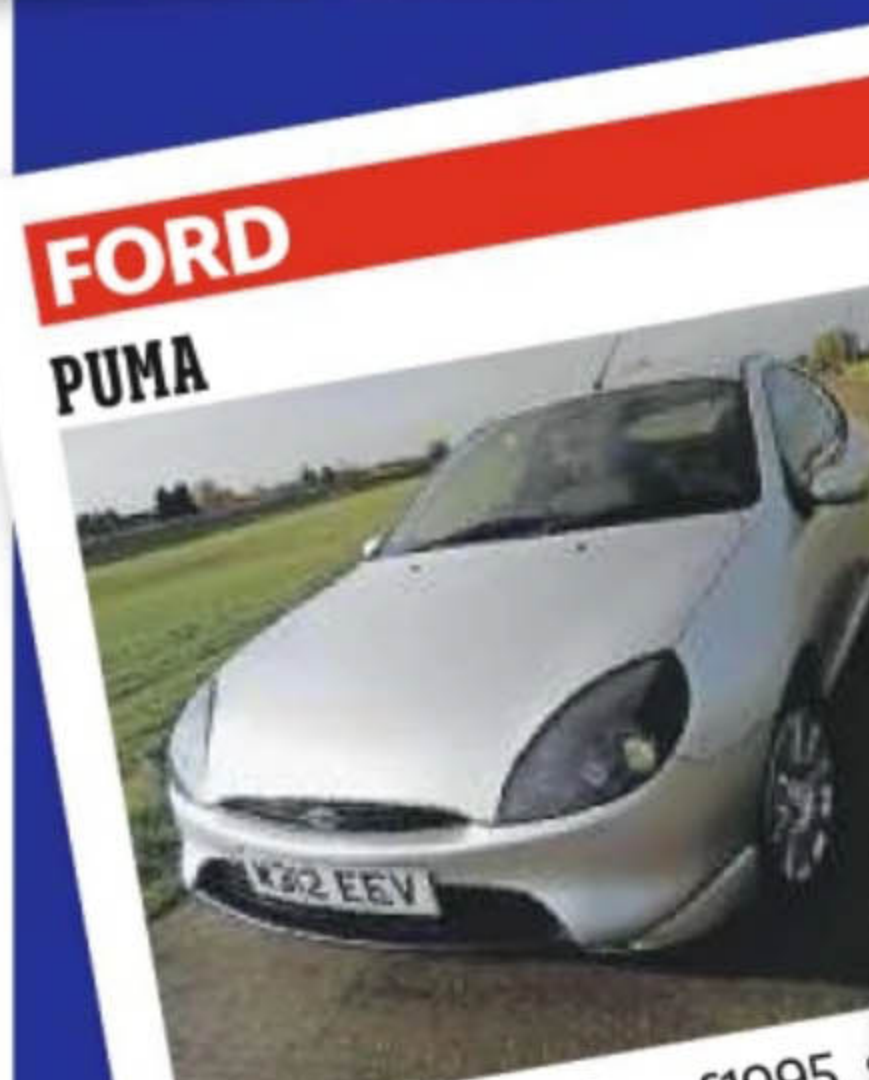
DAIMLER SOVEREIGN £8995

TRIUMPH SPITFIRE £6995

**CARS FOR SALE
DRIVEN**

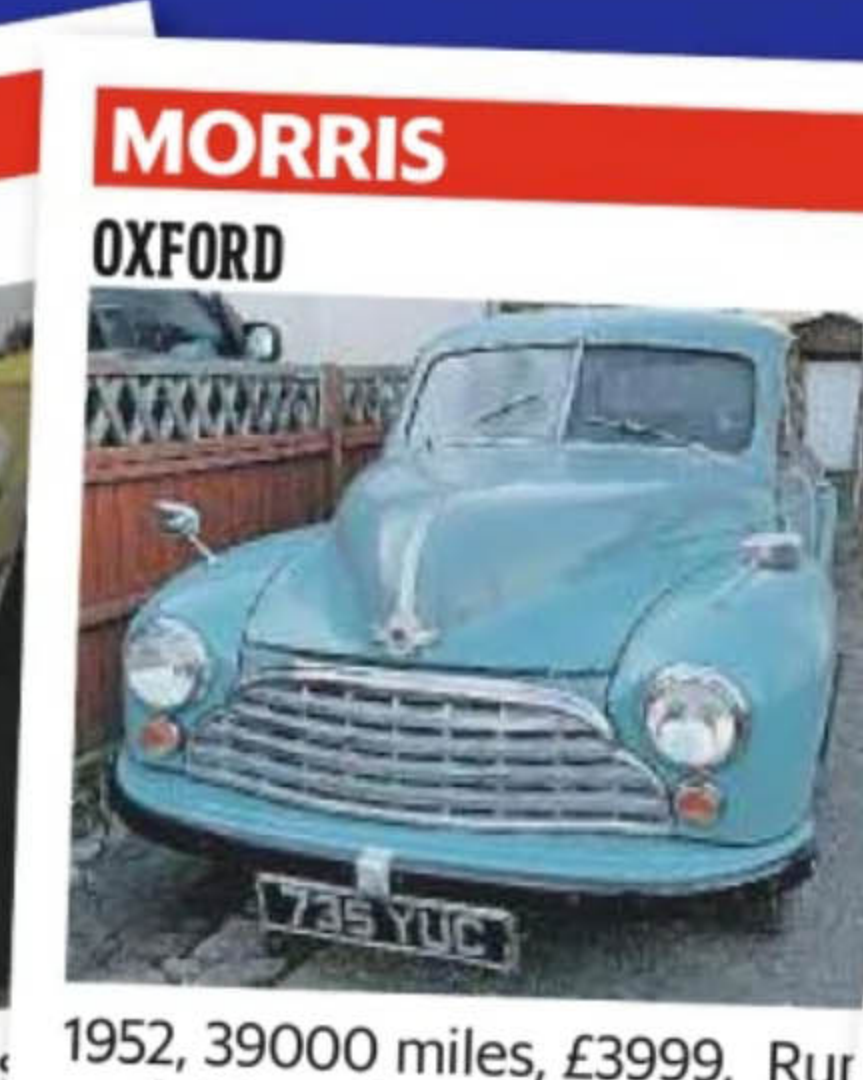


15 PAGES OF THE LATEST
CLASSIFIEDS



FORD
PUMA

2000, 42826 miles, £1995, clean interior, has been driven previously, body in excellent condition for age, no rust.



MORRIS
OXFORD

1952, 39000 miles, £3999, Rur and drives fine, everything works very good for its age, no rust, got plenty of spare parts.



RENAULT
5

1989, 42000 miles, £2390, FSH, 12 months MOT, 1 former keeper, garage kept from new, exceptional condition, rust free.

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always wanted
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MICHELOTTI'S GREATEST CLASSICS



How an
Italian genius
shaped a
generation
of cars

30 YEARS OF THE BIGGEST NEWS AND THE BEST DEALS

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS



GONE AFTER 60 YEARS!

**WHY ROLLS
V8 WAS AXED**



SUNBEAM BUYING ADVICE

**HOW TO FIND
A TOP RAPIER**



1000 CLASSICS INVADE PARIS

**PICS OF ALL
THE BEST CARS**

Jan
22
2020

THIS WEEK

Right now in the classic car world



A POSITIVE START FOR CLASSIC BUYERS
VERKOCHT! It means **SOLD** in Dutch, and the fact that so many cars at the Interclassics show in Maastricht over the weekend had it scrawled across

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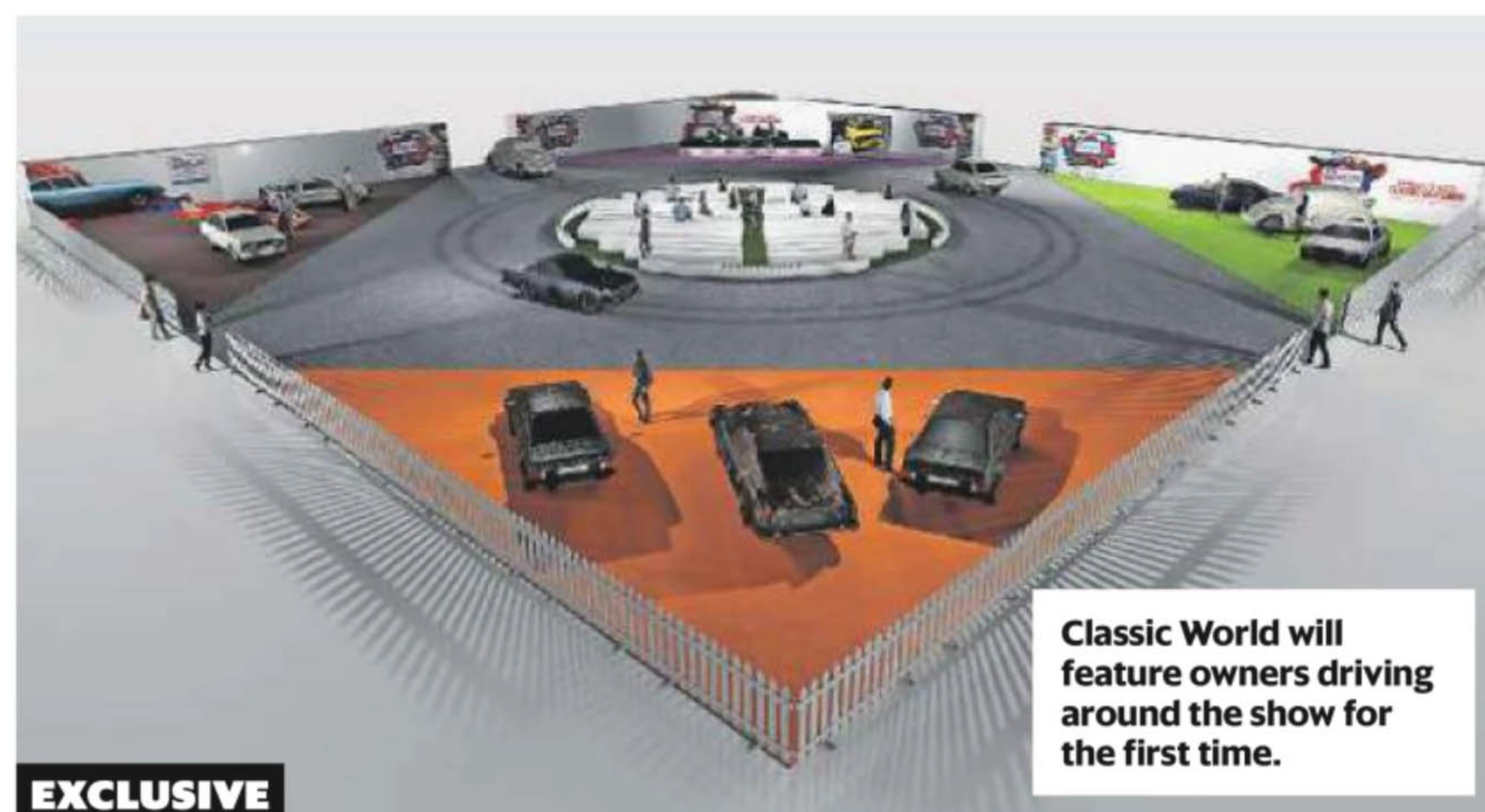
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EXCLUSIVE

Classic World will feature owners driving around the show for the first time.

Parade your classic at PC Resto Show

Entries will soon open for owners to drive their cars in front of a live audience at the Practical Classics Classic Car and Restoration Show on 27-29 March.

A new Classic World feature is to replace the Live Stage in Hall 5, staged between four areas – Work in Progress, Staff Car Sagas, Barn Finds Revisited and the Classic World Stage. Enthusiasts and clubs will get to show off six of their cars each day.

Event Director, Lee Masters, said: 'The audience will be at the centre of Classic World. Surrounding them will be project cars currently being worked on with live demonstrations of some of the key tasks

and a chance for the audience to get advice for their own restorations.'

Visitors can also see PC staffers' cars and six restored former barn-find classics.

The Live Stage will debate classic issues and feature Q&A sessions with the likes of *Wheeler Dealers'* Ant Anstead, *Car SOS* co-presenter, Fuzz Townshend and Jimmy De Ville from *Goblin Works Garage* and *Fifth Gear*.

Parade applications will be rolled out across the *Practical Classics* website and social media pages later this month.

practicalclassics.co.uk
facebook.com/PracticalClassics

LEGISLATION

Classic VW registration row continues

Richard Shackleton, who owns an award-winning 'barn find' Volkswagen split-screen pick-up, is asking *Classic Car Weekly* readers for help in securing the vehicle's original registration number, following three refusals from the DVLA.

Richard found a 1969 tax disc in the VW – which was stored off the road until 2006 – during a sympathetic restoration. '2113 HX', a Middlesex mark, was issued to the VW on 18 February 1960; the last time it used this number was in 1969, when its clutch failed.

Richard found that the Greater London Council later destroyed county vehicle records, so has had to turn to supporting documentary evidence in the hope of getting the VW's number returned. Lettering found on the VW denotes that it was used by European Cars Limited, a VW distributor based in Middlesex and London, that

marketed the Slumberwagen caravanette conversion.

Richard's VW was voted the Split Screen Van Club's Van of the Year and generated a lot of interest when it was shown at the 2019 NEC Classic Motor Show.

Urging anyone with old European Cars Limited documents,

images or anecdotes to come forward, he said: 'Despite all this, the DVLA is still not moving the registration. I only hope

that someone out there may be able to help with information.'

Richard is currently having to run the vehicle with a different DVLA-allocated number.

Anyone who can help should email Richard, who is planning to attend the Federation of British Historic Vehicle Club's Club Expo on 25 January, where a DVLA forum is to be held.

Nick Larkin
richard@shackleton.me



Can you help Richard to get his 1960 VW pick-up's original reg number back?

AUCTIONS

Rare four-door RS2000 up for sale

One of 880 Antipodean four-doors built comes to market in the UK



Factory-built Aussie-spec Escort is one of ten believed to be in the UK.

A rare Australian-spec 1979 Ford Escort RS2000 Custom four-door saloon MkII will be offered for sale at Silverstone Auctions' 22-23 February sale in Stoneleigh Park, Warwickshire.

Some 880 RS2000 four-doors were built at Ford's Sydney plant from 1979-80, with around ten believed to have

been imported to the UK since. Unlike European market RS2000s, the cars used standard Escort radius arms and lacked the RS-spec Pinto engine, instead using a standard tune 2.0-litre unit similar to that in a contemporary Cortina.

Australian RS2000 four-doors otherwise received the RS2000s'

shovel-nosed front end, alloy wheels and interior. Silverstone has set a £15,000-18,000 estimate despite its rarity.

Partner at Ford RS Specialist Rallytec, Mike Kerins, said: 'I think the estimate is fairly low to get people interested, but I'm not sure if it will fetch a bit more or a lot more. It wasn't until the RS Sapphire that

we got a four-door RS; RSs were never meant to be family cars, the two-door body is part of their competition-ready appeal.

'It depends what sort of people are there because it is really a collector's car.'

silverstoneauctions.com
rallytec.co.uk

their windcreens points to a more confident continental market than we saw in a tricky 2019. Dealers and auctioneers on this side of the North Sea are telling me that there's been a similarly positive start to the

year, too, which is a good thing for our hobby. I don't think we'll see the inflated prices of a few years ago, but I'll be interested to see if the trend continues.

DAVID SIMISTER EDITOR



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Myth Buster: The truth about VW's load-lugging postal vans



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Value My Classic: How much to insure this mint Suzuki Vitara?



p16

The classics that made designer, Giovanni Michelotti, famous

LEGISLATION

'E10 IS FATAL'

Classic lobbying group's dire warning as bioethanol fuel mandate approaches

Chair of the All-Party Parliamentary Historic Vehicle Group (APPHVG), Sir Greg Knight MP, has said that raising enthusiast awareness of ethanol in fuel is top of his group's priorities.

His comments came as the group was re-established with the election of a new Parliament, which also promised to keep a close eye on emissions zones, congestion charging and the rising costs of age-based car parking. He said: 'The danger in the main is not malevolence, but ignorance. E10 is fatal.'

E10 petrol – short for 10 per cent bioethanol – still hasn't appeared

'The danger is not malevolence, but ignorance. E10 is fatal.'

SIR GREG KNIGHT MP

on British forecourts but, according to Sir Greg, the Conservative majority-elected Government, which acknowledges the incompatibility of E10 with classic fuel systems, 'is under pressure from farmers and environmentalists to introduce E10 sooner rather than later'.

Currently, the maximum amount of bioethanol allowed in standard 'regular' grade (95 octane) unleaded petrol under British Standard EN 228 is five per cent (E5); to meet emissions requirements, E10, as its name suggests, would allow up to ten per cent. Its corrosive and combustible effects on historic vehicle rubber hoses, gaskets and carburettors is well documented and condemned by various professional bodies, including the Federation of British Historic Vehicle Clubs (FBHVC) and the AA; latterly, specialist restorer, Classic Motor Cars (CMC), has also warned that not enough is being done to keep E10 away from historic vehicles.

The APPHVG championed the national re-labelling of petrol and diesel on forecourts last year, and

continues to do so – but only supported plans for a low ethanol 'protection grade' to be kept available as pricier, high octane fuel (rated 97 and higher).

The RAC Foundation disagreed with this move, arguing that it disadvantaged users of older, pre-2001 cars used every day that were incompatible with E10, along with enthusiasts who used their classics on a daily basis.

Sir Greg, who also argued for proportionally fairer fuel costs across board in line with the rise and fall of crude oil pricing, said: 'It would be unfair to the fuel producers to make super unleaded cost the same as regular unleaded if it costs more to make in the first place.'

Bioethanol in forecourt fuel is also to be debated at the Practical Classics Classic Car and Restoration Show's new Classic World live forum on 27-29 March, although it also wants to tackle matters of MoT exemption, electrification, smart motorways and classic vehicle preservation.

THE COVER STORY

Sir Greg, who said that he was aware of draft plans unveiled by Birmingham and York that could ban liquid-fuelled cars from city centres, added that other issues that the APPHVG regard as an 'ongoing battle' – specifically emissions zones and age-related parking – will be 'given representation as and when it becomes apparent plans are confirmed. Those sort of policies are unsustainable; you would hit businesses if you did it'.

The FBHVC says that it strongly supports the APPHVG's priority list. Communications officer, Wayne Scott, said: 'Sir Greg has his finger on the pulse and we would indeed agree with that list of issues.'

The FBHVC has also said that it now wants to concentrate on recovering original registration numbers of historic vehicles and promoting apprenticeships within the sector. **Jon Burgess**

■ historicvehicles.org.uk
■ fbhvc.co.uk



Hammer price was a marque world record.

Bullitt star makes \$3.74m

The 1968 Ford Mustang GT390 Fastback that Steve McQueen drove in the cult movie *Bullitt* set a world record for the model at Mecum's no-reserve auction in Kissimmee, Florida on 10 January; it sold to a new anonymous owner for \$3.74m (£2.86m) after fees. Kept by the Kiernan family since 1974, it reappeared in public in 2018 for the film's 50th anniversary. Look out for the full interview with Sean Kiernan in next week's CCW.

■ mecum.com

Oldest Mog dealer moves

Lifes Motors of Southport, Merseyside – billed as the world's oldest Morgan dealer and specialist – has relocated from its home of 94 years after its owner, Dave Randall, retired after more than six decades. New owner, Matthew Jackson, a mechanic at Lifes Motors for 11 years, reopened the business – which was established in 1926 on West Street – as an independent five miles away in the nearby village of Banks.

■ lifesmotors.com

QUOTE OF THE WEEK



It's time to let it go. It's done its bit, but with climate change we need to look to the future.'

BENTLEY EXPERT DANIEL MOORE ON THE END OF THE L-SERIES V8. NEWS, PAGE 4

Show wants your classic

The British Motor Show to be held at the Farnborough International Exhibition and Conference Centre on 20-23 August is seeking classic cars and clubs for its Classics Hall. Organisers want to hear from any owner with a car previously featured at a British Motor Show from 1920 onwards for a centenary celebration; a live stage and moving parades are also planned.

■ exhibit@thebritishmotorshow.live
■ thebritishmotorshow.live



The newly reformed APPHVG wants classics kept away from E10 fuel – but won't endorse 95 octane petrol as a 'protection grade'.

SCENE

ROLLS V8 RETIRED

Environmental demands end historic British engine's 60-year production

The British-built, all-aluminium 6.75-litre Rolls-Royce L-Series (L410) V8 is to be phased out after 60 years of continuous production. Its legacy as the longest-serving V8 in history is considerable, beating the Chevrolet small-block produced between 1954 and 2003.

Reaction to the news has been cool; Grainger and Worrall – which cast the engine blocks in Bridgnorth, Shropshire, before sending them to Crewe for assembly – did not wish to comment.

EU7 emissions requirements have prompted Bentley, the only remaining user of the historic engine, to discontinue the V8 after the last of 30 Mulsanne '6.75 Edition' models have been sold, to be replaced by the Flying Spur.

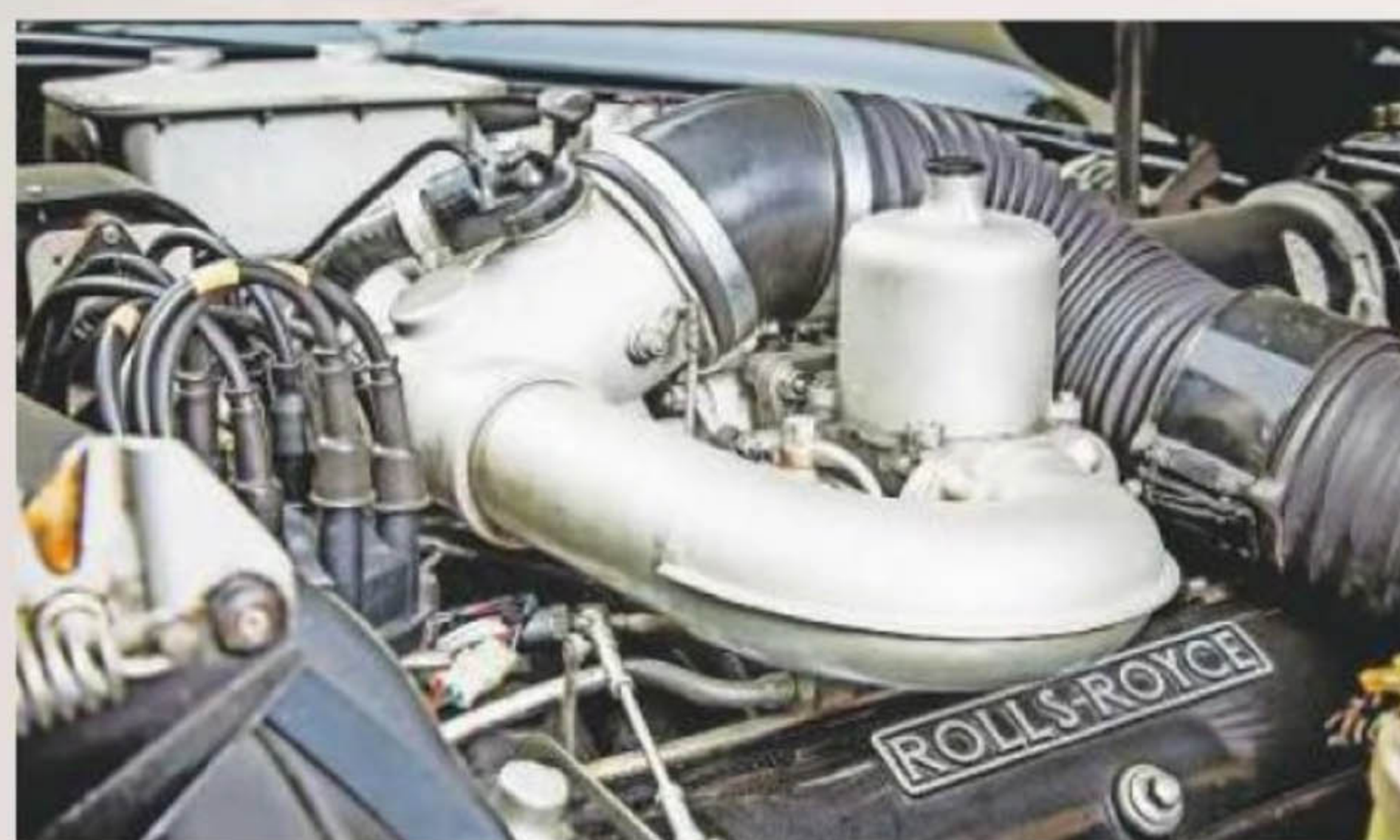
Bentley's head of communications, Mike Sayer, said: 'All of our other models already have an appropriate engine. Our focus is now on developing hybrid powertrains alongside our existing W12 and 4.0-litre V8 options as the company focuses on its objective to deliver hybrid powertrains across all Bentley models lines by 2023.'

The L-Series began life as a 6.2 in 1959, but emerged as a 6.75 nine years later. It was turbocharged for the first time in 1982, received changes to its firing order in 1987 and was heavily updated from 1998 when it powered the Bentley Arnage Red Label.

Volkswagen Group, which has been custodian of the marque since 1998, funded a considerable round of updates to the L-Series for the Arnage Red Label to get it under the bonnet of the then-new car, which up until



The L-Series in various guises powered every post-war Royce from the Silver Cloud II to the Corniche V; it survives to this day in the Bentley Mulsanne.



Rolls and Bentley experimented with the L410 considerably beyond what customers received in Silver Shadows, including twin camshafts and 'hemi' cylinder heads.



A far cry from the 1968 6.75-litre, the 2020 Mulsanne engine is fully EU6 emissions-compliant, has twin turbos and can deactivate its cylinder banks on demand to save fuel.

that point had used a 4.4-litre BMW V8. Rolls-Royce's cars almost wholly adopted German engines under BMW's wing, but the Corniche V, the last Rolls to be built in Crewe, used a turbocharged L-Series until 2003.

Extensive changes for the 2009-series Mulsanne left it with a new valvetrain, pistons, heads, conrods and crank; power and torque have almost tripled over the original 6.2, which itself was built to give a 50

per cent increase in power and torque over the straight-six it replaced. The L-Series fits no other Bentley apart from the current Mulsanne, which is discontinued later this year.

Enthusiasts and specialists who support classics using the L-Series have acknowledged that the engine's time has come.

Daniel Moore, of Bentley and Rolls specialist, Daniel Moore and Co., said: 'It's time to let the L-Series go. It's

done its bit, but with climate change issues, we need to look to the future.

'People view V8 cars differently, now. I have customers whose cars have been vandalised just because they were idling in the street, and we don't need that. We have the skills and parts to keep the remaining V8s running forever, and while it isn't being replaced by a British V8, Bentley is no longer a British company.'

bentleymotors.com

EVENTS



Great Western Show all set to celebrate the '80s

The Great Western Classic Car Show is to celebrate the cars and popular culture of the 1980s on 8-9 February.

A new 1980s tent will host iconic cars of the decade, such as the Lamborghini Countach, Audi quattro

and Peugeot 205 GTI, while the event's classic car clubs will also be taking part in a competition for the best 1980s-themed stand – so presumably visitors can expect plenty of shell suits, red braces and shoulder pads.

The event, which is held at the Royal Bath and West Showground, will continue to feature older classics, too, as well as the usual autojumble and car boot sale.

gwa.bristolclassicarshows.com

New 1980s section of show will celebrate both the exotic and everyday cars of the 1980s, such as the Cavalier, Montego and Sierra.

MYTH BUSTER

Debunking the most common old wives' tales



VOLKSWAGEN TYPE 147 'FRIDOLIN'

1 IT WAS VW'S FIRST SMALL VAN

The VW Type 147 Kleinlieferwagen – nicknamed the Fridolin ('little toddler') – was a car-based van intended for the West German post office from 1964 to 1974. It's generally regarded as VW's first small commercial load-lugger – except it wasn't. There was a wartime prototype van, using a Beetle with a boxy rear end. Then, when the British Army took over running the Wolfsburg factory when hostilities ended, it was commissioned to build 500 vans for the successors to the Reichspost. The Army's solution was to cut a chunk out of the rear of Kübelwagens and Beetles and plonk a big box in place of the missing bodywork instead. Yes, really.

2 IT WASN'T SOLD TO THE PUBLIC

The reason why the Fridolin isn't better-known is that it was almost exclusively used by the West German, Swiss and Liechtenstein post offices. However, contrary to popular belief, it was available for the public to buy. Because it was put together by Franz Knöbel und Sohn (which also converted Westfalia campers for VW) and the firm could only build up to five per day, it wasn't generally publicised. There was also a concern that it might harm sales of the larger Transporter. Ultimately, 6139 Fridolins were built over a ten-year period.

3 IT'S A BEETLE UNDERNEATH

Well, sort of. The engine, gearbox and axles came courtesy of the Beetle, but the chassis was actually borrowed from the sporty Karmann Ghia, chosen because it was wider and thus allowed more interior space. The first prototypes did use Beetle chassis, though. The nose was modelled on the Type 3 (and used its headlamps) while the tailgate was a trimmed Transporter panel.

Richard Gunn



83 The Fridolin wasn't Volkswagen's first foray into the small van world.



DS began its life in diplomatic service, driving France's Military Attaché to Rome.

AUCTIONS

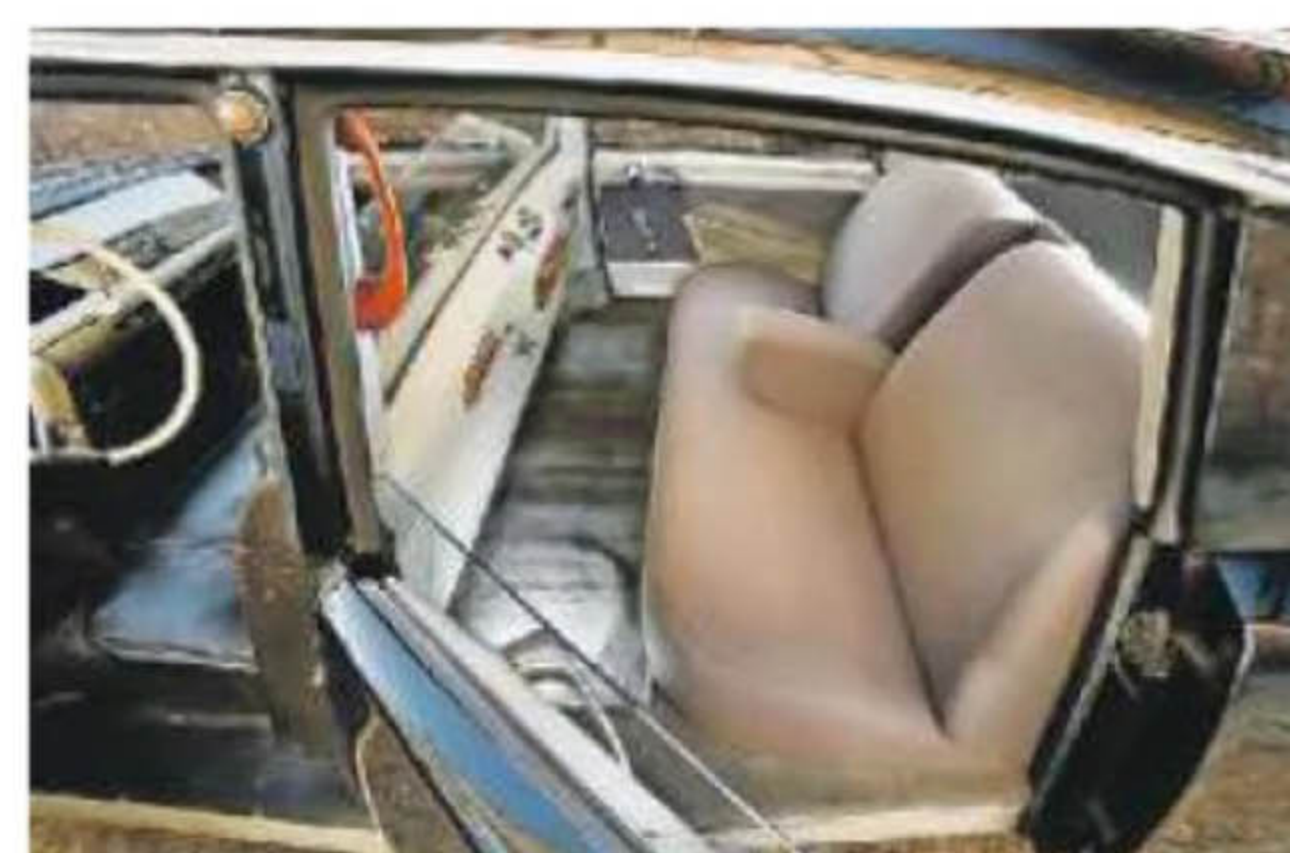
FRENCH MILITARY'S PRESTIGE FOR SALE

The oldest surviving Citroën DS Prestige – and the only remaining example to have been used by the French military – will be offered at Bonhams' 6 February sale at the Grand Palais, Paris.

Built by Parisian coachbuilder, Chapron, for chauffeuring purposes, the 1959 car's central divider separates the driver from the passengers. Only 350 were built, of which this car is the sole 1959 survivor of the 60 cars thought to remain. The French military bought it new for its attaché in Rome.

Numerous Citroën collectors have owned the car since it left military service, with the vendor taking it to London, where it underwent some restorative work, including a reconditioned gearbox. It carries a £51,000-77,000 estimate.

Owner of Citroën specialist The Chevrone Centre, Rob Moss, said:

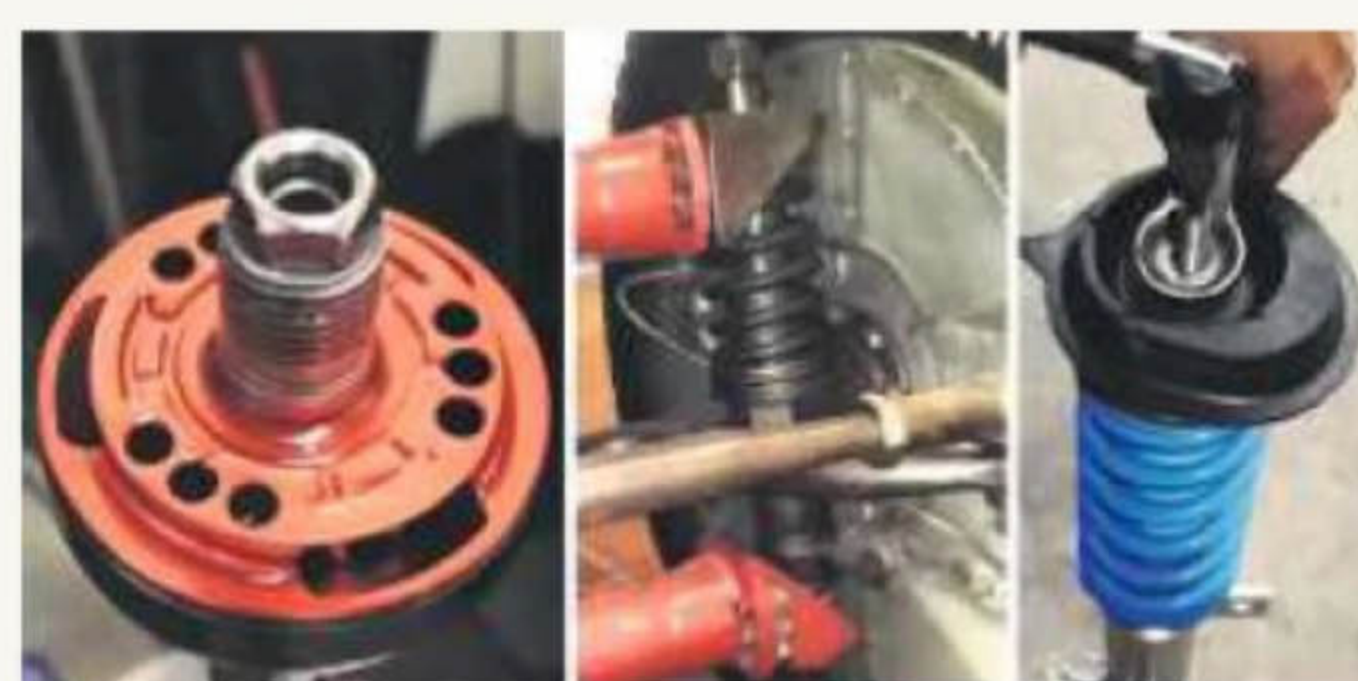


Chapron's Prestige models feature a central divider with a rising glass screen.

'They're incredibly rare; there are usually some additional features as well as the dividing wall, too, including extra ventilation. Some even have a phone in the back. To have that provenance is really special, so I think it will probably fetch the higher end of that estimate.'

■ bonhams.com
■ chevrone.co.uk

PRODUCTS New stuff you'll love



CAR SUSPENSION

REPAIR, MAINTENANCE AND MODIFICATION



Car Suspension £40

This book is for those who want to better understand how to work on – and the theory behind – automotive suspension. There is a degree of assumed knowledge, however, so it helps if you already know the basics; the author has a habit of explaining things once and then assuming that you understand the concept perfectly. The diagrams are good, but the photography is top notch. Ultimately, while this book goes head-to-head with Veloce's similar suspension guide and may appeal to more advanced readers with its detailed theoretical sections, beginners may prefer the Veloce title.

Charlie Calderwood

■ **Publisher:** Crowood Press
■ **Author:** Julian Spender
■ **ISBN:** 978-1-78500-661-6
■ crowood.com

Bugatti Type 35 Grand Prix Car £16.99

Ettore Bugatti's beautiful Type 35 – as much automotive art as it was a successful racer – is one of the greats of the vintage sports car era. This book may only run to 65 pages but it packs a lot in, looking in detail at the car's minutiae – for example, the wheels having 24 or 32 screws depending on date and specification – and the various offshoots. There's a focus on motor sport and a surprisingly lengthy section on scale models. Image reproduction – even the historic ones – is crisp and clear.

Richard Gunn

■ **Publisher:** Pen and Sword Transport
■ **ISBN:** 978-1-52675-676-3
■ **Author:** Lance Cole
■ pen-and-sword.co.uk



Austin/Morris Steering Wheel Hub £71.99

B-G Racing has introduced a steering wheel hub kit that is suitable for numerous Austins and Morris of the BMC/BL era, including the A35, A40, Allegro, Maestro, Marina, Metro, Mini and more. The aluminium kits are drilled for both 6x70mm and 6x74mm pitch circle diameter (PCD) patterns, allowing the fitment of popular aftermarket steering wheels from such well-known companies as Momo, Sparco, Mountney and Nardi.

Charlie Calderwood

■ b-gdirect.com



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CLUBS

50 YEARS IN THE MAKING!

Members of the TR Register return to where it all began back in 1970

Classic Triumph owners have marked the TR Register's 50th anniversary by taking 93 of their cars to where its first ever meeting was held.

The cars in attendance at the Holt Hotel in Oxfordshire included '773 EWO', the first right-hand-drive production TR2 (otherwise known as TS2) and three ex-works cars – a service TR3A rally car, 'VHP 529', that once belonged to Triumph test and development engineer, Ken Richardson; '4VC', one of six rally TR4s built; and 'SJW 548S', a TR7 V8 rally car campaigned by Simo Lampinen. Other unusual models included two GTR4A Doves and a lone Peerless GT.

Terry and Val Simpson founded the TR Register in 1970 following the publication of a letter in *Motorsport* magazine calling for representation for the side-screen TR2/3/3A models. The couple were subsequently shocked at the response that the club – which was intended primarily as a social club with parts support – received.

Visitors were not just from the UK – where factory staff, including Standard spares controller, John Davy, attended the first meet – but from as far afield as the USA and South Africa.

Val, who ran the Register until 1988, told *Classic Car Weekly*: 'It's a proud moment to see how far it's progressed.'

'I watched every single TR after the side-screen cars get included, and it was a relentless job; it would take me all day to mail people on the list – and that was with the help of a computer.'

Terry added: 'Things have changed a great deal, and the standard of the cars at meets has risen considerably.'

'When we started, people's TRs were often still everyday cars, with most of them rusting and parked in the street overnight.'

'Starting concours classes and making spare body panels available meant that people could keep their cars longer.'

■ tr-register.co.uk



Terry and Val Simpson, who originally founded the TR Register, with 'TS2', the first right-hand-drive production Triumph TR2. Sadly, they don't own a TR at the moment.



Peter Hunt and his stunning 1959 TR3A; both he and his gently-modified car attended the very first TR Register meet, which was held at the Holt Hotel back in 1970.



Paul Hogan and his GTR 4A Dove, based on a TR250 and built from parts salvaged from other Doves. He said: 'I like to think of my car as the 65th of 64 Doves built.'

AUCTIONS

Heirloom Landie for sale

A 36,000-mile 1962 Land Rover Series II that the same family has owned since the 1970s is to go under the hammer at South Western Vehicle Auctions' 31 January sale in Poole, Dorset.

The Land Rover covered just 14 miles between 2017 and 2018 before its MoT ran out last May. It is now in need of restoration. The car, which comes complete with its original owner's manual and literature from 1962, is to be offered with no reserve.

Land Rover Owner International magazine editor, Neil Watterson, felt that the Land Rover

could fetch £3000 or more depending on the condition of its chassis.

He said: 'Looking at its MoT history revealed that there were major chassis issues in 2006, so if the chassis does need replacing and there are mechanical issues, it'll be somewhere around £1000.'

'If they are okay and the bulkhead rust isn't too bad, it could reach £3000 or more.'

'This is definitely one car to inspect in person before bidding on.'

■ **SWVA auction preview, page 30**



IN BRIEF



The Mooneys have driven 7s across Europe.

Seven's global trip

George Mooney, who has driven Austin Sevens across multiple continents, will be hosting a talk at the National Motor Museum in Beaulieu, Hampshire, on 15 February. The lecture, titled 'Austin Adventures', will discuss his five decades of travel across Europe and the Americas in veteran Austins with his wife Joy, who bought their first Seven together to use as daily transport in 1962.

■ beaulieu.co.uk

Historic parts set to return

Toyota Gazoo Racing's GR Heritage Parts is to make parts for the Supra MkIII (A70) and MkIV (A80) again – spearheading a new classic parts programme.

Enthusiasts will be able to order the bodywork and mechanical spares through a Toyota dealer, and GR Heritage Parts' online request form will be used to gauge demand for other classic Toyotas.

■ toyotagazooracing.com/gr/heritage/



Restored car appeared in period literature.

Press Delta up for sale

The Lancia Delta HF Turbo used to publicise the model when new is up for sale at O'Kane Lavers in London. Restored in the 1990s and certified by Lancia Classiche, it featured in the car-maker's own promotional material. The car is the oldest road-going right-hand-drive Delta HF Turbo, has 81,000 miles recorded, and is being offered for sale for £13,950.

■ okanelavers.com/heritage/

Late Lambo at auction

A low-mileage, one-owner RHD 1990 Lamborghini Countach 25th Anniversary is to be offered for sale at Silverstone Auctions' Race Retro sale on 22-23 February at Stoneleigh Park, Warwickshire. One of the last made before the Diablo arrived, it was painted in special-order Arancio Orange, which was only ever available on the Miura. It's estimated to fetch £275,000-£325,000.

■ silverstoneauctions.com

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How BMC backed the armed forces

I found the Myth Buster piece on the Austin K2/Y military ambulance (CCW, 24 December) very interesting.

This particular vehicle was apparently issued to the Royal Navy and spent its life in the UK. And because it spent its life in Portsmouth, not on the front line, it was repainted Royal Navy blue.

I understand that when a vehicle is made to military contact it is delivered to a central depot and then issued with a CES (Complete Equipment Schedule) to its owning unit.

If, for instance, the vehicle is going to a tactical unit, then it would be repainted in an appropriate camouflage scheme, whereas if it was attached to a base hospital it would be painted white and fitted with British Army, Royal Navy or Royal Air Force registration plates.

A lot of vehicles that are used for admin purposes, minibuses, for instance, could indeed be sent straight from the manufacturer in the same range of standard colours as would be seen on civvy street, but then given appropriate military registrations. I remember that



Our Myth Buster piece on Austin's wartime ambulance has sparked plenty of vivid personal memories of how car makers supplied Britain's armed forces.

when the Army used Morris Minor Travellers as vehicles attached to recruiting offices they would be sprayed in gloss bronze green with varnished woodwork direct from Cowley – basically, the same vehicle that you'd buy from a Morris dealer.

The same thing happened when the Austin and Morris 1800 was used as a staff car – it would be bronze green, the RAF had theirs in RAF blue, and the Navy in naval blue. Car-makers would

send them direct to the armed forces, then they would be issued from a central depot to the individual units – including left-hand-drive ones for those based in the Federal Republic of Germany.

I think also that the armed forces lease a lot of their non-tactical vehicles. Obviously, tactical vehicles like tanks, aircraft and so on are owned outright, but it makes a lot of sense for them to lease vehicles like cars, minibuses and trucks.

JE Kirby, Stoke Newington, London

Renault 4? A powered gedge!

My wife and I were staggered to see the £7280 price paid for a 1960s Renault 4 in your auctions results (CCW, 24 December).

Perhaps it is because it is a very early model, but my wife's 1992 Renault 4 is used virtually every day as a local runabout, and we've been driving them since we bought our first back in the 1970s. We love them to bits.

However, after driving around in our 1985 Merc 190E over Christmas, the 4L I must say does feel a bit like a powered 'gedge'. I must assume that at least some of your readers know that a 'gedge' is the favoured transport of small boys in the 1940s and 1950s using old scrounged pram axles tied to planks of wood! I broke my collar bone in 1949 when mine hit a tree!

Richard Sanders, Varennes Sur Loire, France
It's long been the case that right-hand-drive, UK-spec Renault 4s go for bigger



Richard Sanders has been enjoying this 1992 Renault 4 over in France – and for a lot less than its UK counterparts are fetching.

sums over here than the far more numerous examples in their home market do. I'd be more than happy to pop over the Channel and pick up a lightly-faded example for myself if I had some extra room on the driveway! – Ed.

Do you know P5B's history?

I'm the owner of a 1971 Rover P5B Coupé, registration VXC 368K, with a full history dating from 1976. I'm currently researching the period from 1971 to 1976, to fill in a few gaps.

The vehicle was originally supplied by Colliers of Solihull – a major distributor. Have any readers any knowledge of this garage, or of my car's early history?

Martin Robins, Chippenham

If any readers have more information on this car, we'll be sure to pass it straight on to Mr Robins – Ed.

VALUE MY CLASSIC

1994 Suzuki Vitara JLX SE

WHO? James Hunter MILES 46,973 PROVENANCE Full history MODS All factory HOW MANY LEFT? 171



HOW LONG HAVE YOU OWNED IT?

I bought the car in June 1996 from a dealer. It cost £9750. I bought it as a spare vehicle for possible winter use so the underside was cleaned and Waxoyled, including all vulnerable components. All pipes, etc. have been greased for winter preparation, a procedure that has been repeated each winter thereon. It has never been off road and the four-wheel drive has only ever been used during short episodes of snow. There are no gearbox faults. It is in excellent condition inside, outside and underneath. The cloth upholstery is immaculate because I have always used seat covers.

HOW MUCH HISTORY?

All of it! The current low mileage is fully supported by all of its past MoTs, too.

HAS IT BEEN MODIFIED?

Original extras included bull bars, twin spotlamps, wind deflectors on the front door windows, original mud flaps, checker plate rear bumper, high-level brake light, Clifford alarm and immobiliser, removable stereo and a security safe under the passenger seat.

WHAT'S LEFT TO DO ON IT?

It's in first class running order. No work has been required in the past other than routine servicing and it had a new battery and exhaust about a year ago. There were no advisories with the last MoT; that runs out in May but it has only covered a handful of miles since the last one. I don't have agreed value insurance, so wondered what it was worth.

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WHAT WE RECKON

'It's not great news, I'm afraid, this despite your Vitara's low mileage and how fastidiously you have looked after it. There is certainly a market for these cars, but it is a small one here in the UK, which

keeps prices relatively low, despite there being very few of these Nineties models left. To put it into perspective, a stunning one-owner 17,000-miler recently sold for just £2700. Russ Smith



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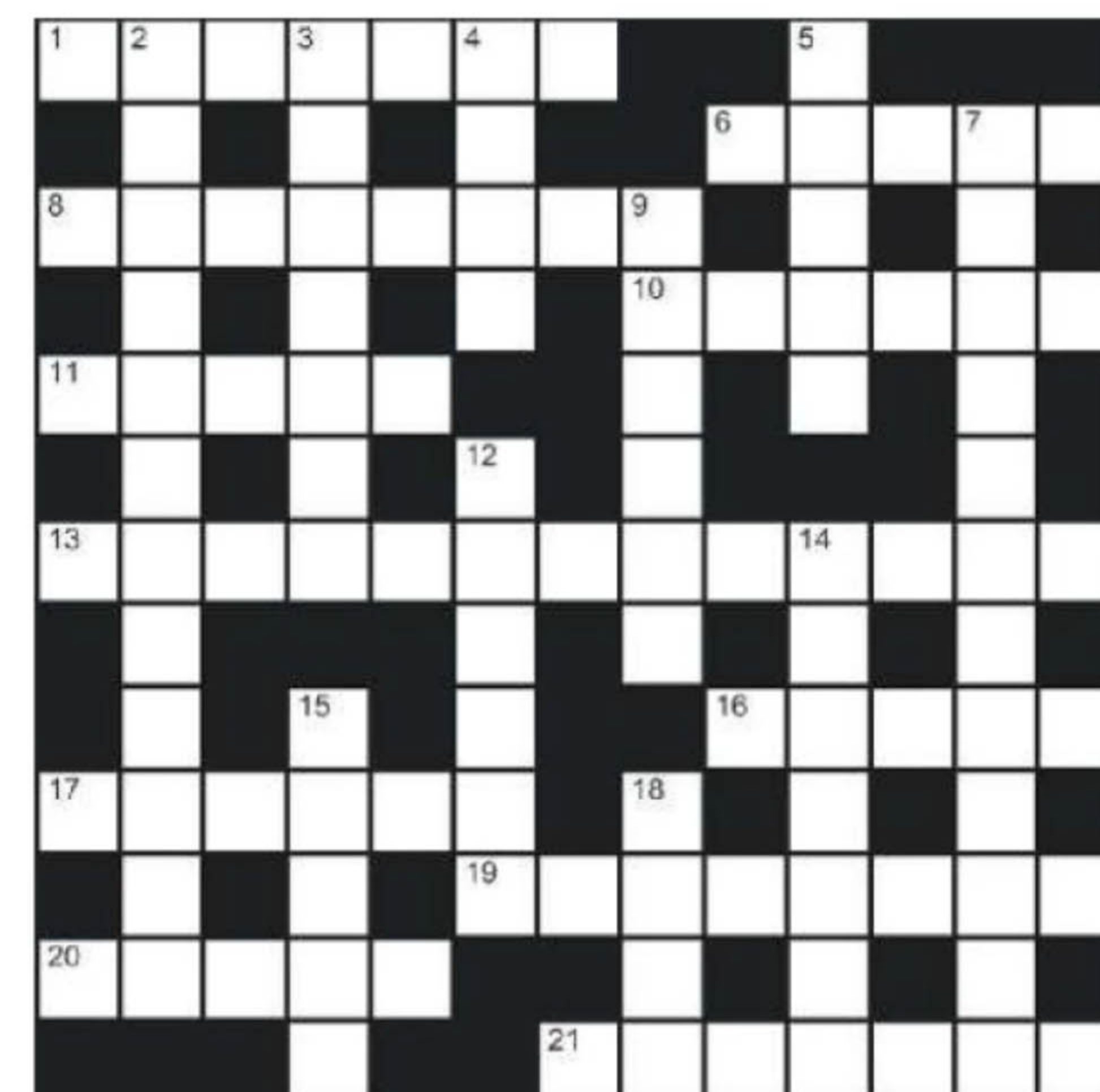
LAST WEEK'S ANSWERS ACROSS 4. Tipo 6. Super Snipe 8. Snag 9. Twin Cams 10. Ogles 11. Keyless 14. Big Four 16. Lambo 19. Flaminia 21. Slip 22. Longbridge 23. Baby DOWN 1. Sunny GTI 2. Beagle 3. Limited 4. Tercel 5. Palm 7. SSTs 12. Sebrings 13. Turning 15. Family 17. Austin 18. Saab 20. Lima

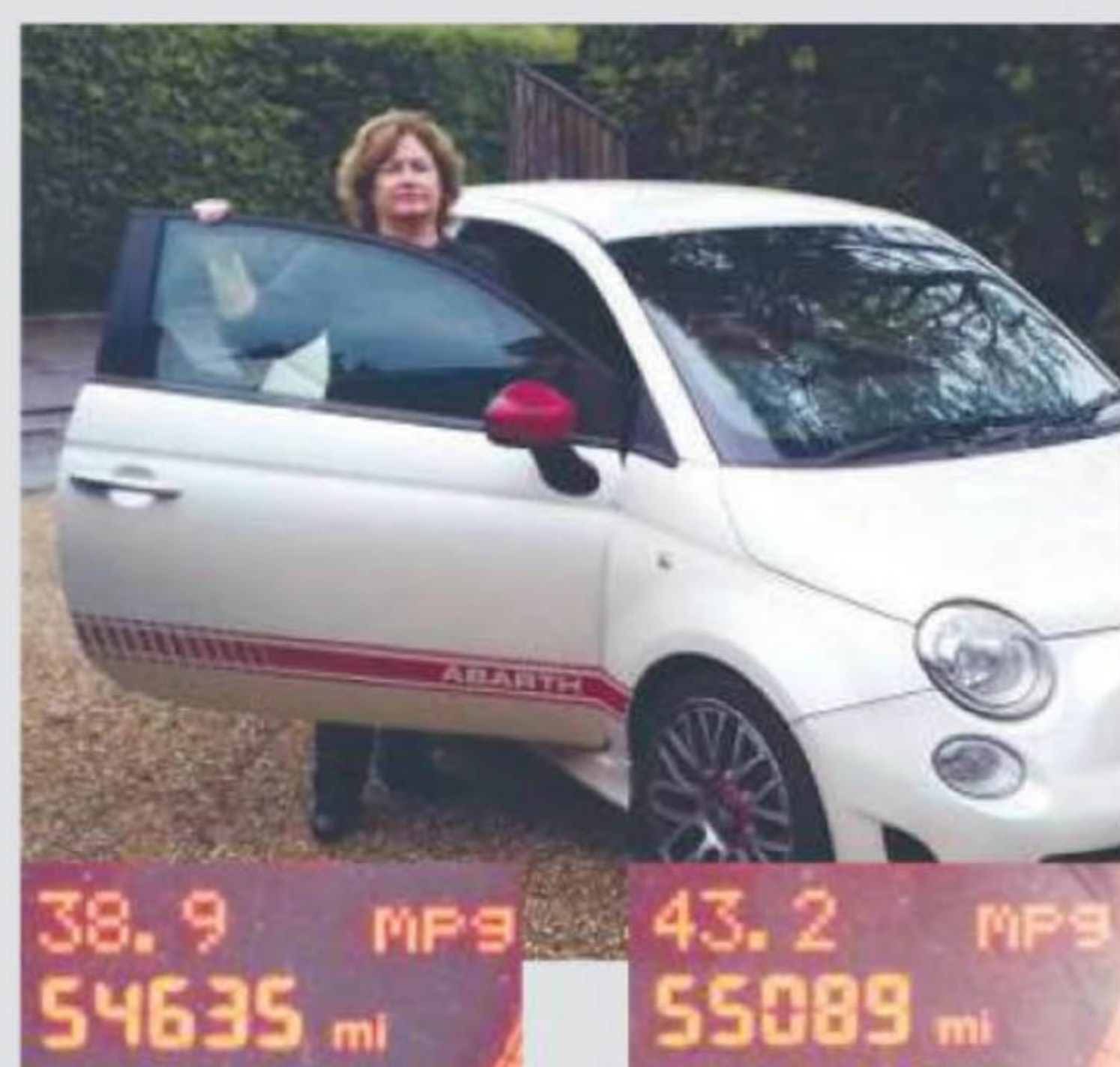
CLUES ACROSS

- 1 Ford estate cars from the 1950s (7)
- 6 The Toyota Previa could accommodate up to how many people? (5)
- 8 A rebadged Mazda 323, assembled in South Africa (3,5)
- 10 Famous race won by cars like the Jaguar D-type (2,4)
- 11 Stellar Euro NCAP ratings! (5)
- 13 Mid-1930s saloons - updates of the Nine (8,5)
- 16 _ cooled, like the Skoda S110R's engine (5)
- 17 Automeccanica country (6)
- 19 Like a car with performance enhanced by oxtail? (6-2)
- 20 Hatchback superseded by the Rover 100 (5)
- 21 Lightweight glass substitute as featured on the Healey Elliott (7)

CLUES DOWN

- 2 Four-door Maserati dating back to 1963 (12)
- 3 Cars from abroad are often grey (7)
- 4 Sensational Lotus concept car unveiled at the 1984 Birmingham Motor Show (4)
- 5 An early 1990s UK arrival from Mitsubishi (5)
- 7 Celica rival that arrived in the late 1970s (5,7)
- 9 The Peugeot 309 GTI was offered with Speedline ones (6)
- 12 Glassfibre Lotus first shown in 1957 (6)
- 14 Early 1960s Zephyr-engined Ruddspeed roadster with up to 170bhp on tap (2,3,2)
- 15 Royce or Ford (5)
- 18 Like the lovable little Frogeye Sprite (4)





"The Abarth is definitely more eager to please since using FTC; acceleration is better and the engine note is more 'throaty' than before. It's now quicker and more fun to drive, just like having a new car again. What impressed me most though is the economy! Would I recommend? YES, wholeheartedly." Heather, Dorset

In 1940s America, it was discovered that the tin-alloy in pellets, used in the Hurricane fighters on the Russian front, prevented carbon deposits forming in engines. This was bad news for the motor industry. No carbon deposits meant greatly reduced engine wear which would put a whopping dent in the big profits generated by component failure, repairs, replacement parts & ultimately affect new car sales. To make matters worse, the additive companies with their cleaners & repeat-use treatments, would lose most of their business, if the 'pellets' entered mainstream use.

This well-known phrase was one of several used by the industry to ensure the little pellets weren't taken seriously & were largely ignored. It's still happening. Today millions of cars, vans & lorries will slowly produce ever increasing levels of CO, NOx, VOCs & other nasty emissions, simply because their engines become less & less efficient as a result of hidden carbon deposits. This simply doesn't happen where fuel catalysts are used, because they keep engines permanently clean & efficient.

Clean engines last longer, give better performance, better fuel economy & have far lower emissions than dirty engines. As carbon deposits build-up they gradually reduce engine performance, economy & increase toxic exhaust emissions. Eventually, its larger engine deposits that cause the cars, vans & 4x4s we see every day, to pump out all those thick clouds of filthy black smoke, as they pull away. Carbon deposits cause numerous problems & much unnecessary expense for drivers, as well as being the root cause of most excess traffic pollution.

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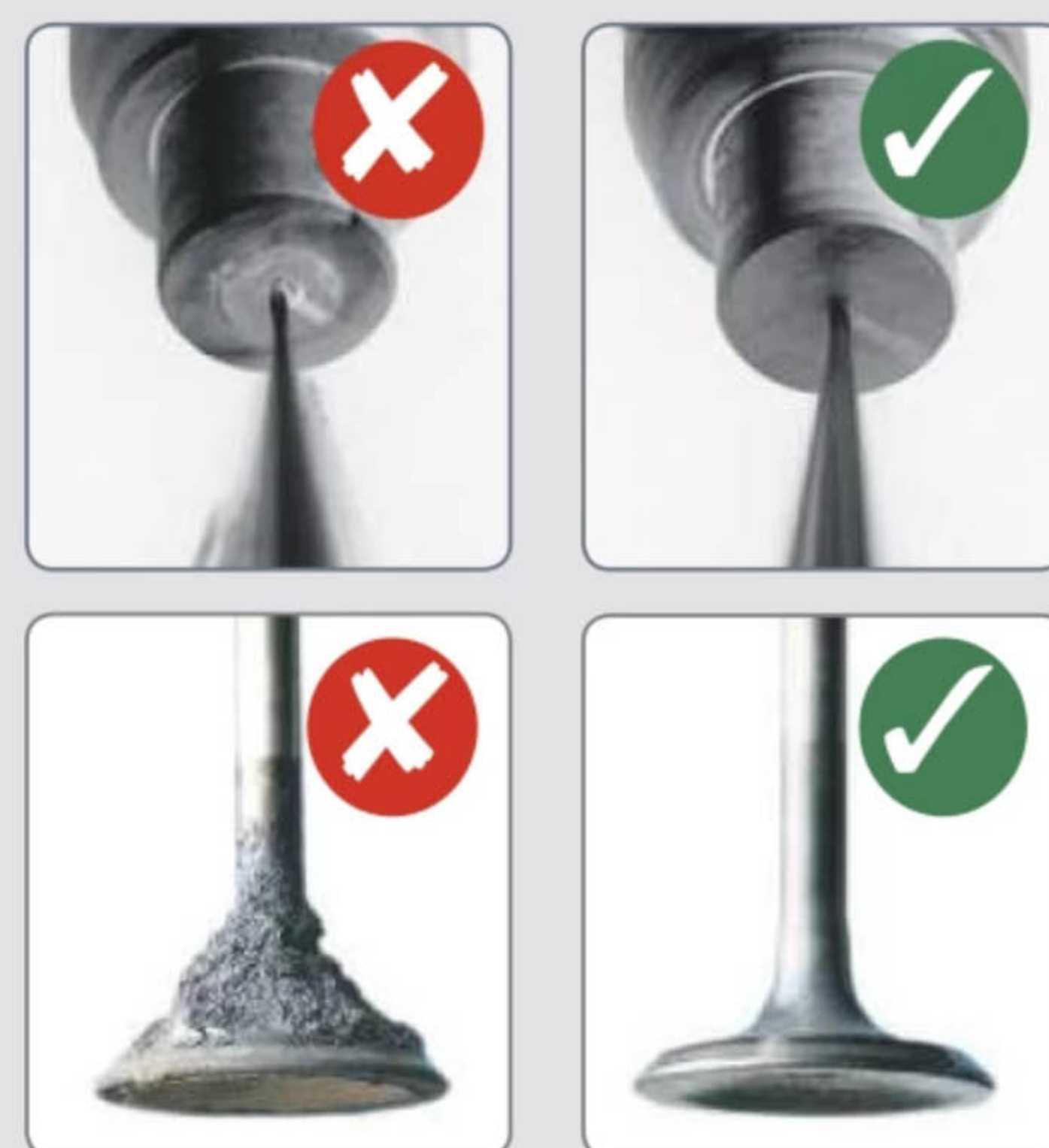
"If they were that good the manufacturers would fit them"

The 80 year old secret the motor industry would really rather you didn't know

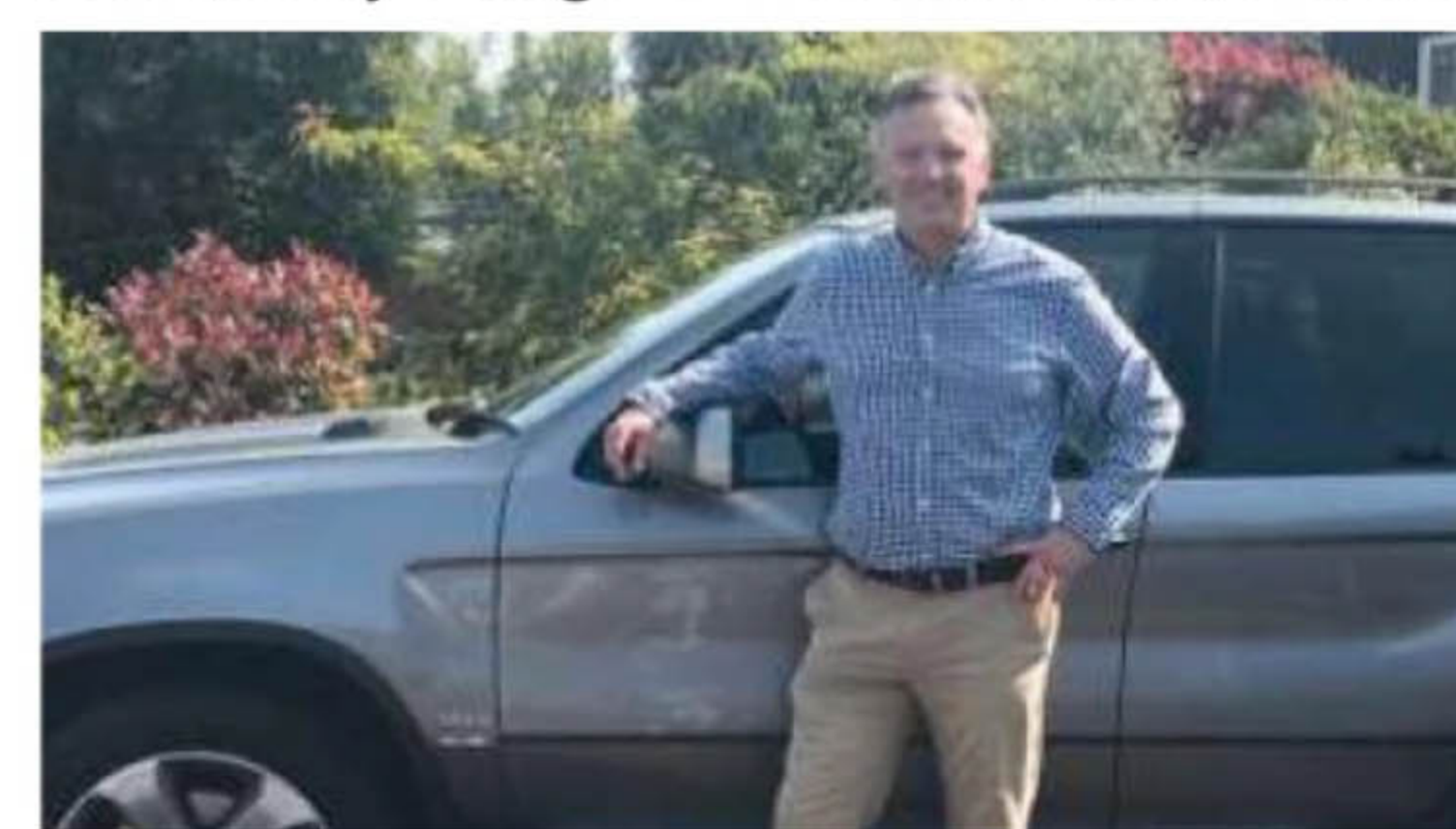
Fuel catalysts permanently remove & prevent the toughest, baked-on carbon deposits. That's why 30-year-old diesel & petrol cars can run with low emissions & near to original fuel economy. It's why potential MOT failures have been returned to 'as new' emissions spec & it's why smoky, noisy old 4x4s, lorries & vans are now running cleaner, quieter & smoother. It's why DPF warning lights stay switched off & why topping-up AdBlue is a thing of the past for many drivers. Removing carbon deposits restores & maintains engine efficiency. Permanently.

Nearly 20,000,000 plastic bottles of fuel system cleaner are sold in the UK each year, to deal with carbon deposit problems. With fuel catalysts these problems & our excess traffic pollution would simply disappear, but so would the need for millions of bottles of chemicals. That's one of the big reasons why motorists are intentionally mislead about what fuel catalysts actually do.

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- ✓ Simple one-time treatment
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- ✓ Permanent solution



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"No more black smoke, way better acceleration & restored fuel economy" Tim Jones, Yorkshire



"Economy has improved from 42/3 to 50mpg on short trips" Steve Foss, Guernsey



"It's astonishing that something so small can have such an effect" John Meggison, Co. Durham



Removes deposits

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Restores efficiency

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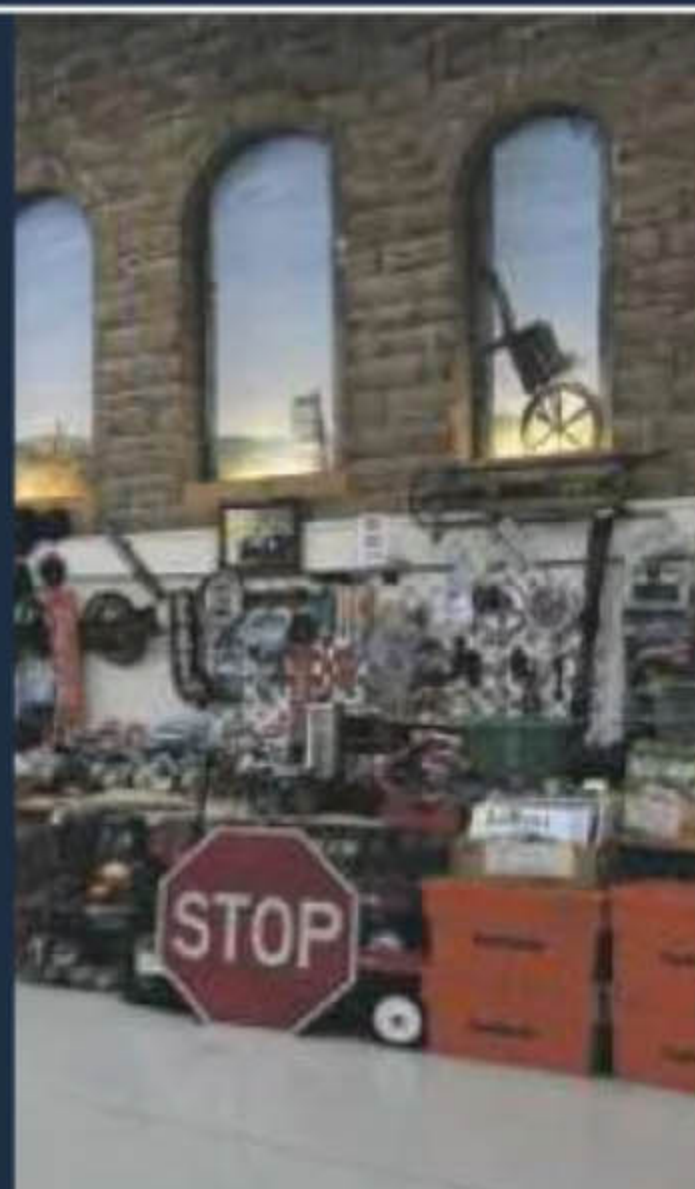
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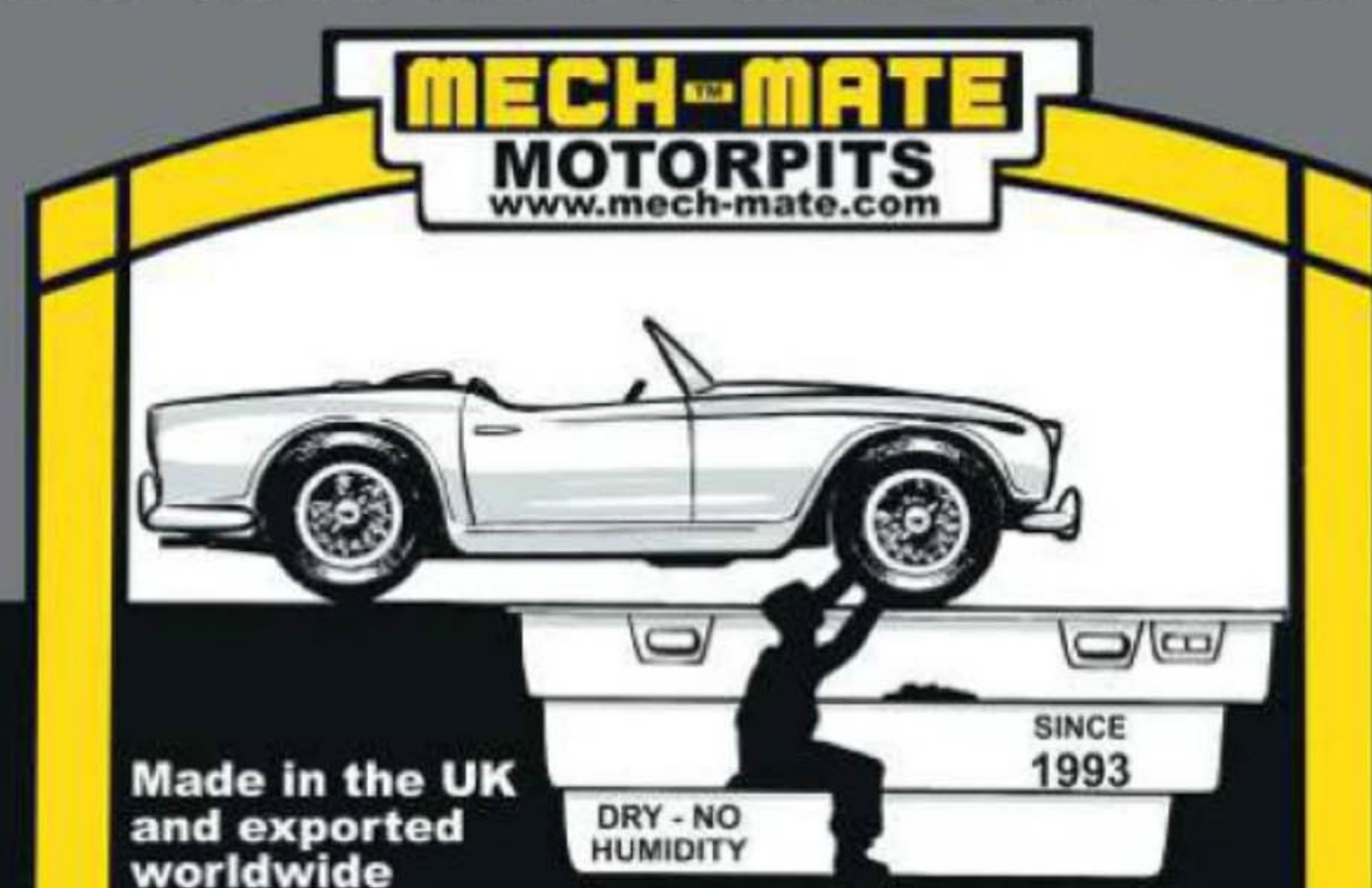
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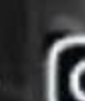
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OUT & ABOUT

Great events for you and your classics

EVENT REPORT LA TRAVERSÉE DE PARIS. 12 JANUARY

PARIS MAGNIFIQUE

Paris was awoken by Gallic rarities, raucous muscle cars and frenzied British roadsters in this, the 20th annual winter run across the city

Nearly 1000 historic vehicles drove through Paris on 12 January, celebrating the role that historic vehicles have in France in the 21st century.

This 20th edition of the Traversée de Paris made sure to travel through all 20 arrondissements of the French capital, passing Paris's major sights

along the way. Entrants stopped at some of the larger open spaces along the route, which formed a chain of dynamic mini car shows across the city. Classics parked up for 20 minutes then drove off, with another classic taking their place straight away.

The gatherings drew tourists from nearby landmarks in their droves,

ensuring that the run achieved its main purpose – to engage the public with France's rich automotive history.

The run began in the dark at Château de Vincennes, but the slowly dawning light revealed classics of all shapes, sizes and types.

The French rarities were most striking, with a Peugeot 104 ZS2,

Simca Aronde and Renault 18 Turbo joining more familiar Gallic cars, such as the Citroën 2CV and Renault 4.

A total of 65 marques took part, with US muscle cars and British sports cars the next largest groups after the French contingent.

Charlie Calderwood
vincennesenanciennes.com

**THE
MAIN
EVENT**



TOP 5 FRENCH GEMS FROM THE TRAVERSÉE



DB (DEUTSCH-BONNET) LE MANS

Making use of Panhard's lively 60bhp 848cc air-cooled twin, DB built the Le Mans with the hope of getting a piece of the US sports car market, offering similar performance to entry-level Porsches and MGs, despite the much smaller engine. Just over 200 were made before Deutsch and Bonnet split and production soon stopped.



PEUGEOT 204

Peugeot was clearly impressed by Sir Alec Issigonis' front-wheel drive cars, and made its own transmission-in-sump drivetrain for its first front-wheel-drive car, the 204. It was France's best-seller in the late 1960s, very much a Gallic answer to the Austin/Morris 1100, but the cars are now rare in France and virtually unseen anywhere else.



RENAULT 18 TURBO

Top-specification versions of Renault's once-ubiquitous fleet market mid-size 18 saloon are now almost non-existent here in the UK, with fewer than ten remaining. They're not exactly a common sight in France either, and are basically a Renault Fuego Turbo in a saloon body, borrowing that car's suspension and much of its interior.



ONE MORE CHANCE!

If you're looking at all the pictures from Paris and wished you were there, don't be disappointed – book a ticket to the next one. There's a similar run, albeit one that takes a different route, in July. You don't have to start in the dark on that one, either!

CHARLIE CALDERWOOD EVENTS EDITOR



p14

Pictures of your classics from Chateau Impney's coffee meet



p14

All the latest unmissable events to add to your diary for 2020

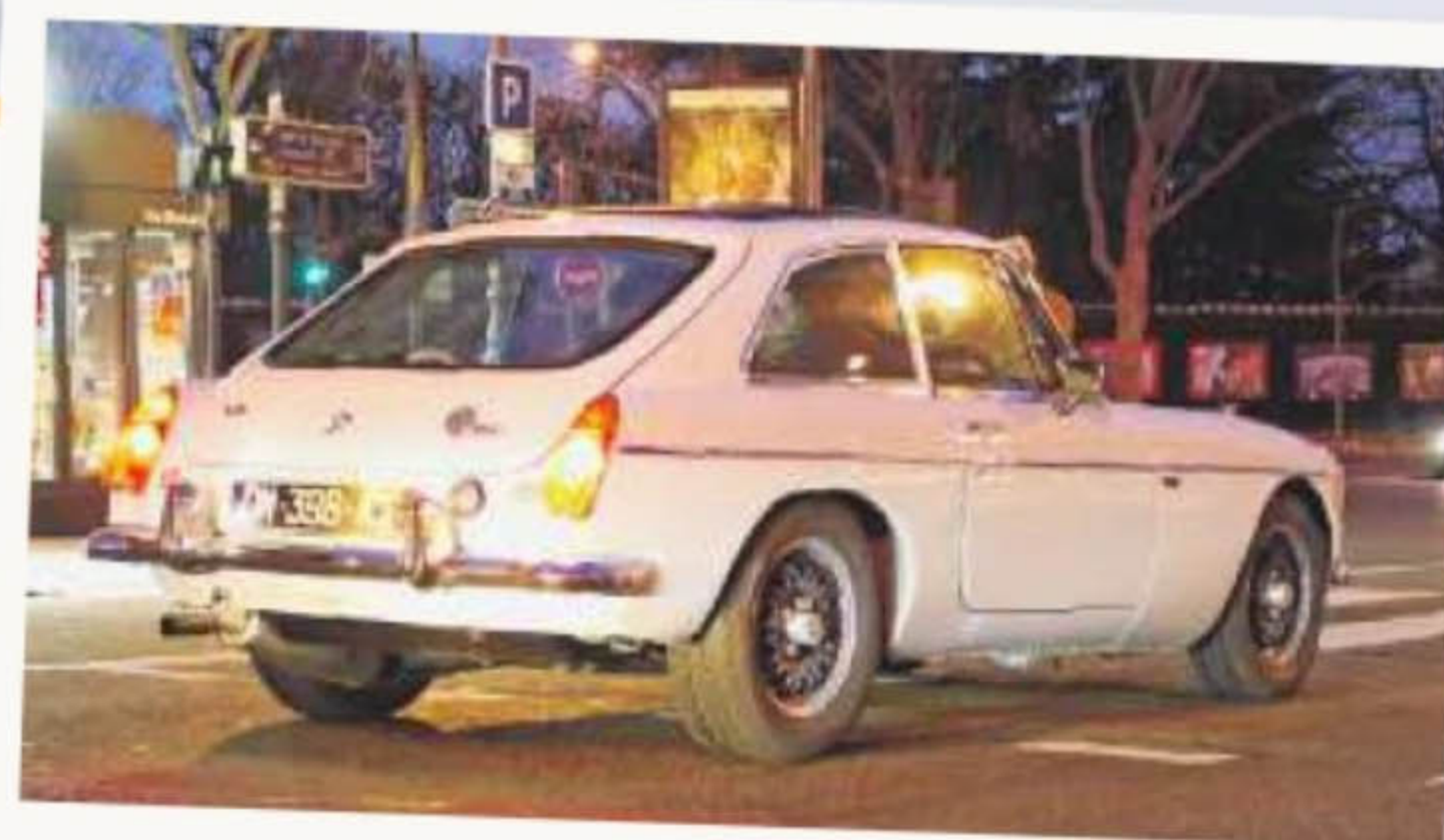


Next week: The star classics at Interclassics' Maastricht show

07:30 THE PANTHEON



1980s classics were well represented at the event, but this E30 3 Series was one of only a few BMWs.



Plenty of British sports cars took part in the run, with this MGB GT V8 a front-runner in the pack.

The run circled the Pantheon as the sun rose.

08:30 INVALIDES



Modern classics, such as the Alfa Romeo GTV, were welcomed into the fold – despite the event traditionally focusing on cars over 30 years old.

Rolls-Royce Phantom V or VI was the only one of its kind on the run.

An impromptu car meet on a roundabout in front of Les Invalides, complete with Jag XJR-S.

09:15 EIFFEL TOWER



Early start of the run was easier on some participants than others.

Paris reverberated to the rumble of crossplane V8s with American classics, including a 1967 Mustang and an Excalibur – more popular than Italian or German cars.

10:00 PLACE DE LA CONCORDE



Cars came straight down the Champs-Élysées to meet at Place de la Concorde.

Simca Aronde (third from left) is rarely seen in the UK and was one of the first cars with a plastic dashboard.



RENAULT COLORALE

A cross between a truck and an estate intended to satisfy both France's rural population and those in its colonial empire, the Colorale was a flop for Renault, but was arguably an SUV before such things ever existed, with four-wheel-drive and seven seats optional. This is a five-door 'Prairie', but three doors and pick-up variants were also available.



FACEL VEGA FACEL 6

Facel Vega was most famous for creating staggering-looking cars powered by powerful and simple American V8s, but while the smaller Facel 6 couldn't accommodate a V8, it was still a 'hybrid'. Using a BMC C-series engine from an Austin-Healey, the Facel 6 was widely praised, but just 32 were made before the company finally went bust.

THE ONE I WANTED TO TAKE HOME

CHARLIE CALDERWOOD EVENTS EDITOR

1979 PEUGEOT 104 ZS2

I could easily have picked ten cars that I would have happily taken back home through the Channel Tunnel with me, but this 104 ZS2 was particularly delightful because of how

rare it is. Nice 104s are scarce enough as it is, but as one of the limited run ZS2s, which was the sportiest 104 we ever got with a 92bhp version of the 1.3 XY engine, this car was truly special. I'm also in love with its black with red stripe, a relief from the browns, beiges and golds of most of its contemporaries. It's the proto-GTI that everyone forgets about and is exactly the sort of car I wanted to see in Paris.



Drinking in the sights at Chateau Impney

It might have ditched its hill climb, but Impney's Coffee & Chrome meets are super-busy

The 450 classics heading to the grounds of the Chateau Impney hotel included a 1976 Triumph Stag, 1971 Jaguar E-type Series 3 and 1973 Jensen Interceptor.



The grounds of the Grade II-listed Chateau Impney hotel may no longer be used for hill climb events, but there's still plenty of demand from classic owners to use the historic venue, as this busy winter classic meet proved.

Classic insurer, Footman James – which organises regular breakfast meets at Chateau Impney – said that its limited attendance to 500 classics and that all of the tickets for the meet had sold out, with a big turnout despite inclement weather at the start of the day.

The turnout included everything from a 1902 De Dion-Bouton to TVR Chimaeras and Griffiths, with a particularly strong turnout of modern classics compared to previous meets – some attendees chose to leave their older classics at home. There was plenty for fans of British classics to see, too, including a 1971 Austin 3-Litre Deluxe – claimed to be one of only 66 examples – a 1949 Morris Minor MM and a display



Mark Burton and his daughter, Molly. 1949 Minor MM is on loan from the MMOC – but he has four Moggies of his own at home.

of classic Aston Martins brought along by marque specialist, Fisher Performance Cars.

Charlotte Moseley, Footman James' head of marketing, said: 'As ever, there was an incredibly eclectic range of vehicles out in force including classic bikes, veteran cars, kit cars and mods. It's a fantastic start to our events calendar for the year and we're looking forward to announcing further dates soon.'

David Simister



David Slaney, from Bedford, showed off the 1983 Fiat 124 Spider that he once displayed on the Fiat Motor Club GB stand at the NEC.



Apollonius Nootenboom from Kingsland, Herefordshire, spent years looking for the right manual XJ-5 before finding this '88 3.6.

JANUARY

Saturday 25 Ace Café All American Cruise Ace Café, Brent, London, NW10 7UD. 4pm-11pm. ■ london.acecafe.com

Sunday 26 Classic and Custom Car Meeting Anglia Motel and Cafe, Holbeach, Lincolnshire PE12 8LT. All welcome. 1pm-5pm. ■ Search Facebook for anglianmonthlymeet

Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. ■ 0115 9325277

Mini Fair 2020 Bingley Hall, Staffordshire County Showground ST18 0BD. From 9.30am. £15 on the door. Children free. ■ britishminiclub.co.uk

Newark Autojumble Newark Showground, Coddington, Nottinghamshire NG24 2NY. Display area for cars over 25 years old. From 8am. ■ newarkautojumble.co.uk

Malvern Drive-in Classic Car & Bike Autojumble Three Counties Showground, Malvern, Worcestershire WR13 6NW. 10am-3pm. ■ classicsshows.org

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire CV23 0SL. Free. From 11.30am. ■ Martin 01455 554624 or 07748 594567

Wednesday 29 Rallye Monte-Carlo Historique UK Start George Square, Glasgow G2 1DH. The UK start point of the Rallye Monte-Carlo Historique returns to Glasgow. ■ monte.scot

Thursday 30-Sunday 2 Automotoretro Lingotto Fiere, Via Nizza, Turin 10126. Italy's biggest classic motor show with over 67,000 visitors and 1200 exhibitors. €16. ■ automotoretro.it

Friday 31-Sunday 2 Bremen Classic Motorshow Messe Bremen, Theodor-Heuss-Allee, Bremen 28215. Nearly 700 exhibitors and over 40,000 visitors at Germany's first major classic car show of the year. €16. ■ classicmotorshow.de

FEBRUARY

Saturday 1 Lakeland Classic Drive and Ride-In Day Lakeland Motor Museum, Backbarrow, Cumbria LA12 8TA. Classic car gathering, 10am-4pm. ■ lakelandmotormuseum.co.uk

Sunday 2 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ Katharine and Robert Stewart 0115 849 0005

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ Alan 07768 616343

Midlands and Yorkshire Classic Car Club Meet The Black Swan, Main Street, Brandesburton, East Yorkshire YO25 8RG. All classics welcome. 12pm-2pm. Free. ■ Dean 07706 924992, midsandyorksccl@aol.com

Wednesday 5 Ace Hot Rod Night Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ london.acecafe.com

Wednesday 5-Sunday 9 Salon Rétromobile Paris Expo Porte de Versailles, 1 Place de la Porte de Versailles, Paris 75015. €19. ■ retromobile.com

Thursday 6 Ace Café Classic Mini Meet Ace Café, Brent, London NW10 7UD. 6pm-11pm. ■ london.acecafe.com

Saturday 8 Lakeland Historic Car Club Autojumble Preston Patrick Memorial Hall, Crooklands, Cumbria LA7 7NR. 9am-1pm. £1 admission. ■ David Molyneux, 01229 584972

Saturday 8-Sunday 9 Great Western Classic Car Show Royal Bath and West Somerset Showground, Somerset BA4 6QN. ■ bristolclassiccarshow.com

Sunday 9 Classic Car Meet The Dog and Gun, Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083

MG and Triumph Spares Day Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. ■ mgandtriumphsparesday.com

South Yorkshire Transport Museum Open Day Rotherham S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. ■ sytm.co.uk

Tuesday 11 Ace Café Classic Car Night Ace Café, Brent, London NW10 7UD. All classics welcome, with Lotus 7 and Midget & Sprite Club in attendance. 6pm-11pm. ■ london.acecafe.com

Saturday 15 Woldingham Classic Surrey Botley Hill Farmhouse, Warlingham, Surrey CR6 9QH. Pre-1990 classics. Free. 9.30am-noon. ■ Ian 07863 055055

Sunday 16 Surrey Oaks Breakfast Club Surrey Oaks Pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. ■ 01306 631200

DubFreeze Bingley Hall, Stafford ST18 0BD. Indoor VW event. From 9am. Adults £10. ■ dubfreeze.co.uk

Huddersfield Autojumble Old Market Building, West Yorkshire HD1 1RG. Indoor. Open from 10am. ■ phoenixfairs.jimdo.com

Brooklands Winter Classic Breakfast Brooklands Museum, Weybridge, Surrey KT13 0SL. 150 classics expected. Test hill in action from 10.30am. From 8am. ■ brooklandsmuseum.com

Wednesday 19 Trent Valley Mini Owners' Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ trentvalleymoc.co.uk

Thursday 20-Sunday 23 London Classic Car Show Olympia, Hammersmith, London W14 8UX. Thursday premium tickets only. Standard adult ticket £25. 10am-6pm. ■ thelondonclassiccarshow.co.uk

Friday 21-Sunday 23 Race Retro Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. Indoor historic motorsport show featuring outdoor live rally stages. ■ raceretro.com

Sunday 23 Classic and Custom Car Meeting

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Morris Minors at Manchester Greater Manchester Museum of Transport, Chadderton, Greater Manchester M8 8UW. Adults £4. 10am-4.30pm. ■ gmts.co.uk

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire CV23 0SL. Free. From 11.30am. ■ Martin 01455 554624 or 07748 594567

Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. ■ 0115 932 5277

Rover Sports Register at Whitewebbs Whitewebbs Museum, Enfield, London EN2 9HW. All Rover models welcome. £7. 10am-4pm. ■ thers.co.uk

Thursday 27-Sunday 1 Retro Classics Stuttgart Messe Stuttgart, Messeplatz 1, Stuttgart 70629. Large indoor classic car show with a focus on car sales. €20. ■ retro-classics.de

Saturday 29 Ace Café All American Cruise and Jeep Meet Ace Café, Brent, London, NW10 7UD. 4pm-11pm. ■ london.acecafe.com

MARCH

Sunday 1 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ Katharine and Robert Stewart 0115 849 0005

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ Alan 07768 616343

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Wednesday 4 Ace Hot Rod Night Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ london.acecafe.com

Thursday 5 Ace Café Classic Mini Meet Ace Café, Brent, London NW10 7UD. 6pm-11pm. ■ london.acecafe.com

Saturday 7 VSCC John Harris Trial Ashover, Derbyshire S45 0BA. Trials for vintage cars, spectators welcome on select hills. ■ vsccl.co.uk

Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. Noon. ■ Graham 07922 173238

Sunday 8 Classic Car Meet The Dog and Gun, Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083

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A LITTLE BIT OF ITALY, A LOT OF DESIGN

It's 40 years since Giovanni Michelotti – who designed Triumph's entire range for a decade – passed away. His most influential designs included one that didn't even make it into production...

Michelotti started out as an apprentice with the Farinas of Turin. From here, coachbuilt models for Alfa Romeo, Abarth, Ferrari and Fiat followed from 1949, almost always built by Vignale. He never turned his back on creatively pure – if rather limited – coachbuilding, but the speed of his work soon began to garner attention; Meadows-Frisky commissioned his first mass-produced design – the Friskysport – in early 1957.

Frisky later recommended Michelotti to Triumph, which tasked him with creating a TR-based concept car. This he did in a typically efficient fashion for the 1957 Geneva Motor Show. Triumph then asked him to help design the Herald – which he did in just three months.

The Herald is a typical Michelotti design, showcasing his love of strong, straight and repeated horizontal lines down the flanks and at the nose and tail. His designs were stark, angular and crisp at a time when most cars still had sweeping lines and curves.

Michelotti's time at Triumph was the first time that a British

manufacturer had turned to an external Italian designer for a mass-market model, triggering huge change within the industry. British car design soon moved away from the engineers and draughtsmen who had learned 'on the job', to formally trained designers.

Michelotti went on to design every Triumph model up to the TR6 and provided the basis of BMW's entire mid-Sixties range with the 700 and Neue Klasse. His work travelled as far as Japan with the Hino Contessa, his DAF 44 provided the basis of the Dutch company's output for more than a decade and the Sebring arguably remains one of the prettiest models that Maserati ever made.

Few other designers can hold a torch to Michelotti – who passed away almost 40 years ago to the day on 23 January 1980 – in terms of the sheer number of his designs that went into production, most of which are now our favourite classics.

Here are some of his most famous creations.

WORDS Charlie Calderwood
PHOTOGRAPHY Stuart Collins and CCW Collection



TRIUMPH HERALD (1959-71)

Triumph had been struggling with the styling of the Herald for months when it drafted Michelotti in to help. Initially, he was asked just to improve Triumph's original design, which Triumph technical director, Harry Webster admitted, 'looked like a bath tub'. Nothing worked until Webster visited Michelotti in Turin and asked him what he would do if he could start from a clean sheet, after which the car quickly began to emerge.

Its parallel, perfectly-straight horizontal lines down the sides, square front and long flat bonnet were all appreciated as an exceptionally modern look at a time when most British cars were

still curvaceous designs rooted in the mid-Fifties. In coupé form, the Herald's influence can be clearly seen in his next project, the BMW 700, which is very much a shrunken Herald in profile.

DID YOU KNOW?

While the two-door saloon is what first comes to mind when thinking of the Herald, Michelotti's initial prototype was actually the coupé – this was the first variant of the Herald built.

TRIUMPH TR4 (1961-65)

Michelotti's work was normally limited to purely aesthetic work, but his first work for Triumph – the 1957 'dream' car – further cemented ideas within the company that the next TR should have a proper body with full height doors and wind-up windows.

Michelotti's first TR redesign to be produced was actually the Italia, 300 of which were built by Vignale, and which his first prototype,

'Zoom', closely aped. Triumph wasn't convinced until he moved the headlamps inboard, creating a grille with clear continuity with the TR3A.

Traditional TR fans were initially worried that the TR was 'going soft' when they saw the TR4, and Triumph continued making TR3s for of years at the insistence of US importers. But resistance soon faded and praise from the motoring press was unanimous.

DID YOU KNOW?

The TR4's famous 'Surrey' top, a hard-top that turned the car into a Targa, was included on Michelotti's suggestion, having used a similar item on some of his coachbuilt cars.





Giovanni Michelotti (right), pictured with the Nardi-Plymouth Silver Ray coupé that he designed for James Simpson.



THE DESIGN THAT TRIUMPH TURNED DOWN

1972 TRIUMPH DOLOMITE MICHELOTTI PROTOTYPE

Having designed the Triumph 1300, and then redesigned the car again as it morphed into the Toledo and 1500 (later known as the Dolomite), Michelotti was the logical person to turn to as Triumph – by then part of British Leyland – considered the model's longer-term future.

The prototype's resemblance to European contemporaries is stark, with Michelotti clearly influenced by both the Fiat 132 and BMW E12 5 Series, which were both released in 1972; witness the prominent 'Hofmeister kink' in the C-pillar, created by swapping the Dolomite's curved rear quarterlight for an angular one.

Michelotti carried over two elements from the Dolomite that Triumph delivered to him and, arguably, he only gets away with one of them. The door panels, which are straight from the Dolomite, are well disguised by the new window frames – indeed, the deletion of the front quarterlight provides a much more

modern look – but the windscreen is clearly that of a Sixties car.

We can only hope that Triumph would have given the car a square windscreen aperture, as was typical in the 1970s and which would have been consistent with the otherwise entirely angular prototype, if it had gone ahead with the prototype.

In the end, though, BL took Michelotti's Dolomite proposal no further. In fact, it proved to be his last effort for Triumph; BL's new 'specialist division' of Rover, Triumph and Jaguar was dominated by in-house designers.

Rather than turn Michelotti's prototype into a car, which, having



Michelotti's prototype is largely well preserved, but the front passenger's door doesn't quite close properly.

carried over so much of what was under the skin could have been production-ready as early as 1973 – giving BL a sharp looking saloon that would have appealed to Europeans, just as Britain entered the EEC. BL laboured on with the Dolomite until 1980, by which time its outdated looks saw declining sales from the mid-1970s onwards.

What might have been? We'll never know, now.



The front end bears little resemblance to other Triumph products. Michelotti clearly felt that it was time for a clean break.

ENGINE 1988cc/4-cyl/OHC **POWER** 127bhp@5700rpm **TORQUE** 124lb ft@4500rpm **MAXIMUM SPEED** 117mph **0-60MPH** 9sec (est.) **FUEL CONSUMPTION** 25-35mpg **TRANSMISSION** RWD, four-speed manual with overdrive **ENGINE OIL** Castrol Classic XL20w50, 4.5 litres **GEARBOX OIL** Castrol Classic EP90, 0.6 litres **AXLE OIL** Castrol Classic EP90, 0.6 litres



BMW NEUE KLASSE (1962-77)

The extent of Michelotti's involvement in designing the Neue Klasse saloons is still debated because he acted as a consultant to BMW's in-house team lead by Wilhelm Hofmeister (of 'Hofmeister kink' fame).

The parallel lines of the Neue Klasse's slab-like sides are typical of Michelotti's early work, however, while the arrangement of the front grille and headlamps, where the headlamps are encased by a grille of horizontal bars, is a design cue that Michelotti used on most of his designs from the early Sixties onwards.

The Neue Klasse proved to be transformative for the company,

not least thanks to its modern looks, which were in marked contrast to the baroque 501 that BMW was still making. The two-door '02 series developed from it was a huge hit in the US.

DID YOU KNOW? Michelotti is sometimes credited for the '02, but BMW's own designers created the two-door Neue Klasse. Michelotti returned to BMW one last time to give the 1971 02 Touring its hatchback, however.

CONTINUED ON P18

MICHELOTTI'S MOST MASTERFUL DESIGNS

TRIUMPH 2000 (1963-77)

The 2000 MkI continued with Michelotti's penchant for wide, almost wrap-around horizontal grilles, first hinted at in the BMW 700, but the American-inspired rear fins, as seen on the TR4, Herald and Spitfire, were now gone. The 1300, which followed two years later, was very much a 2000 in miniature.

With his reworking of the 2000 for the 1969-on MkII, however, Michelotti created a corporate look for Triumph

that extended across almost the entire range. The headlamps were now set in a matt-black grille and overhung by the top of the bonnet, creating a 'mouth' effect. Similar treatment, where the clutter of the front end was contained in a chrome-bordered lens shape, was echoed at the rear.

Michelotti gave the Stag the same treatment, and soon updated the Spitfire to match.

DID YOU KNOW?

Harry Webster and Michelotti argued repeatedly about making the 2000 a few inches wider, but Michelotti refused on both stylistic and weight grounds. Webster eventually made his own widened 2000 for himself.



Michelotti pictured with the MkI 2000.



LEYLAND NATIONAL (1972-85)

While far from Michelotti's prettiest design, the Leyland National is without doubt the one that reached the most lives, being the UK's most popular single-decker bus for more than a decade.

As far as buses go, the National was pretty revolutionary, being one of the world's first integral chassis (aka monocoque or unibody) buses.

The National was the last of Michelotti's BL designs to reach production, and typically for the Italian, looked much more modern than its predecessors and, via subtle contouring down the side of the bus, even managed to display some of Michelotti's trademark love of

strong parallel lines. Its reputation was iffy at first, with early models being unreliable, but the 8.3-litre turbodiesel's clattering note is nonetheless etched into many Britons' consciousness.

DID YOU KNOW?

Pre-1978 Nationals can be identified by a pod on the roof that housed the heater unit. It looked quite good, but wasn't very efficient (heat rises, after all) so the heater was later moved under the seats.

PHOTOGRAPH Alamy (C6X3RX)



RELIANT SCIMITAR SS1 (1984-90)

Wisely aiming for the vacant small-sports car market after BL had given up on the British roadster, Reliant approached Michelotti – who had been one of the genre's leading designers in the Sixties – to design its SS1. Typically, he designed the car's basic shape in mere minutes.

Some have since suggested that the real reason why his work was so fast is that he was recycling previous ideas for a Spitfire replacement; certainly, his

original sketch has more of a Spitfire-like rear haunch than the production version, which has only a small rise from the door to the boot deck.

There may have been obvious Michelotti cues on the car, most notably on the side panels, but the production model ended up with a steep windscreen and more pronounced panel gaps. Inevitably, the new car fell drastically short of expected sales targets.

DID YOU KNOW?

Reliant's managing director later admitted that the SS1 would likely have looked much better had Michelotti not died of cancer in 1980, thereby preventing Reliant from corrupting the design with a steep windscreen and uneven panel gaps.

SPECIAL THANKS Thanks to the British Motor Museum for access to the Dolomite prototype, which is currently on display, along with many other BL prototypes, in the Collection Centre. ■ 01926 641188 ■ britishmotormuseum.co.uk

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LIVING WITH CLASSICS

Our tales from the driveway, garage and out on the open road

 **KEITH ADAMS**
CONTRIBUTOR

1982 AUDI 80 CL

They say that nostalgia is a powerful thing. Well, thank goodness it is because if you're reading this, that means that you're a fan of looking backwards as well as forwards. It means everything to me and seems to lead me from one classic car purchase to another. My acquisition of the Audi 80 you see here is a great example of my love of living in the past overtaking all logic and reasoning.

It started with an email forwarded on to me by *Practical Classics* editor, Danny Hopkins. It was one of those messages that I always hate opening, because the subject line always goes something along the lines of 'car for sale – good home needed'. I end up agonising why I need the car contained within pretty much every time, generally because it's being offered to the classic car family first, often at an attractive price.

This one was no different – just more relevant to me than usual. The email, originally from one Dave Robertshaw, showed a very fine-looking 1982 Audi 80 CL and was accompanied by words that I always love to see: 'It's been cherished while I've owned it.' Danny knew that I'd bite even before I'd read the email – I love the B2-generation Audi 80, and have been after one for decades.

Back in the early 1980s, before I became hooked on BL and Citroën products, my car of choice always harked from Ingolstadt.

I owned a couple of Audi 80s during the 1990s and loved every mile I drove in them. The first – a five-cylinder CD – was a genuine taste of the exotic for someone like me; its warbling soundtrack and all-round electric windows had me hooked. But it was old and not reliable enough to rely upon, so, I

OUR CLASSICS

GOLDEN WONDER

Keith never intended to part with his Citroën GS, but this German exec changed his mind



Keith's new car is barely run-in for a 1980s Audi – he's hoping to add many more miles soon.

OWNED SINCE
September 2019
FIRST REPORT
TOTAL MILEAGE 124,663
LATEST COSTS
Nothing for the moment...

replaced it after a happy year with it with a later 80 CL, which ended up staying with me for a further year. During that time, I upgraded it with CD alloy wheels and spoiler, de-badged it and pretended that I was driving around in a quattro.

And now, 30-or-so years on, Dave had offered me the chance to relive my youth with his 80 CL, which had also been updated with a bunch of

CD bits, so I could pretend to be a quattro driver once again.

Needless to say, I immediately answered the email, offering my money there and then, with a deal struck faster than you can say 'Ferdinand Piëch'.

Days later, I found myself shaking hands with owner Dave in his garage and facing a 100-mile drive home in a 1982 car that I'd never clapped eyes on before. It looks as good as new,

despite having more than 120,000 miles on the clock – other than a couple of small rust bubbles, it's a remarkable survivor.

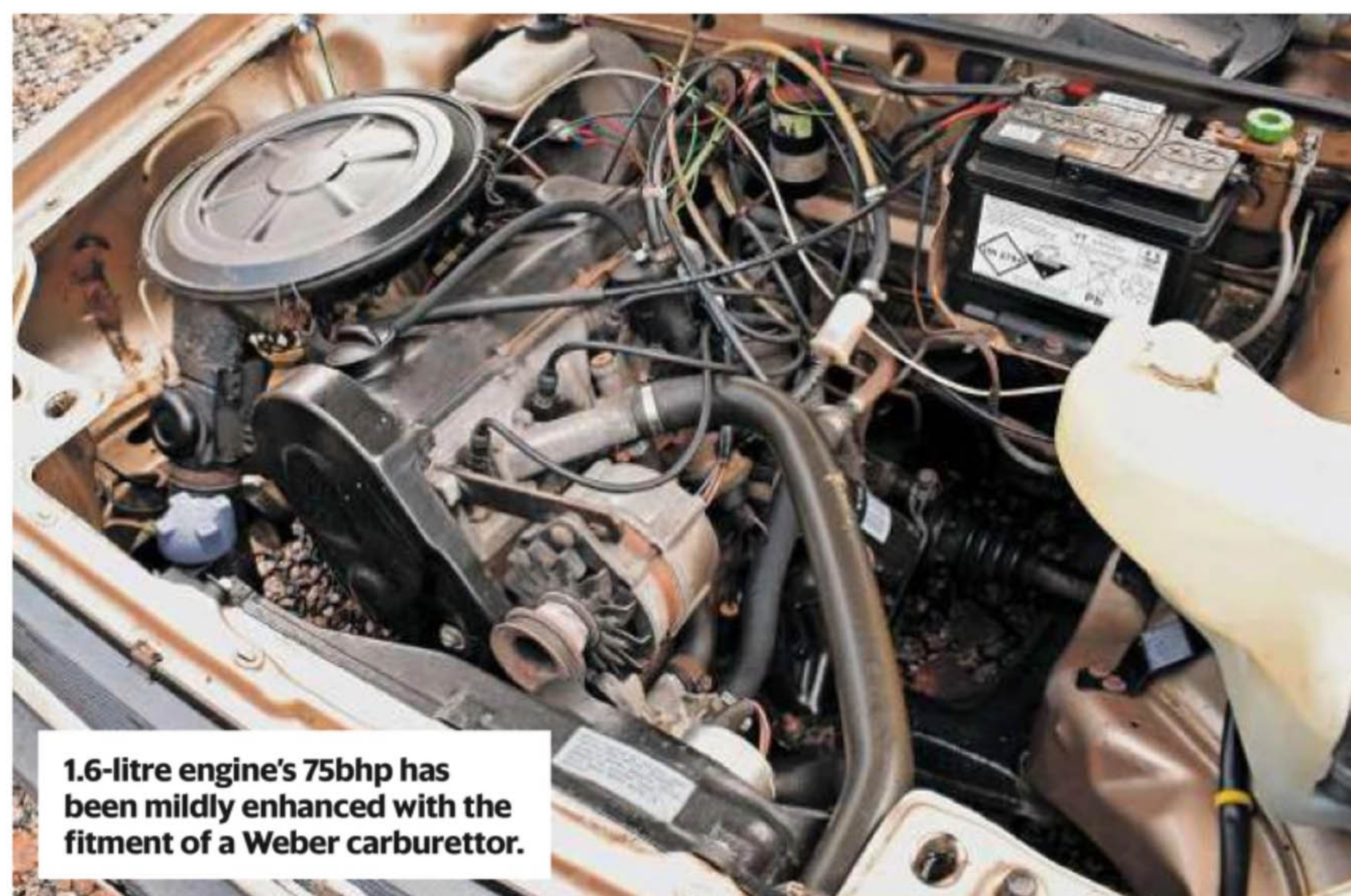
It's astonishingly clean under the bonnet and in the boot, too. Opening the door, the warm aroma of plastic and velour transports me straight back to 1991; climbing in and resting my hands on the offset wheel, it's like I've never been away. Yup, nostalgia is a powerful thing.

A quick churn of the starter and the 1.6-litre jumps into life like an eager puppy wanting to play with its new master. It's sounds more tappety than I remember, but it's responsive on the throttle and accelerates far more keenly than a 75bhp saloon should as I pull away. Perhaps Dave's Weber carburettor conversion has liberated a few more horses.

By the time I'd threaded my way out of Leeds and onto the M62, I was comfortable, happy and almost as at home in it as I was in my much-missed Citroën GS Pallas, which this Audi replaced. You can tell that Dave has put his heart and soul into this car because it's as tight as a drum and way more together than a lightweight, jumped up Passat in a posh frock has any right to be.

It reeled off the 100-mile schlep down the A1 with ease. There was a slight hesitancy at mid-revs that hints that it could do with a carburettor service, and the wheel is ever so slightly off-centre. Other faults are there, but they're so minor that I'll save talking about them for a further update.

Needless to say, I am very happy with my new classic and you can expect to see me out and about in it throughout this year's events season.



1.6-litre engine's 75bhp has been mildly enhanced with the fitment of a Weber carburettor.



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NEW YEAR, NEW CLASSIC

Former CCW editor Keith wins the prize for the first Our Classics update of the new year to feature a new purchase, but it'll be followed very shortly with another new acquisition within these pages. Watch this space!

CHRIS HOPE FEATURES EDITOR



p22

Keepers: 40 years' worth of fun and adventures with an MGB GT V8



p24

£1k Challenge: Fix for Galant's clutch was easier than expected



Next Week: Our SVX returns to the road after undergoing much work

Assaulted by a battery

Fixing the Volvo's latest hissy fit turns out to be easier than expected



RICHARD GUNN
VOLVO APOLOGIST

1995 VOLVO 960 24v AUTO

You'd think that my 960 would be contented and willing to let some time go by without troubles, with me having treated it to a fresh pair of front wings, wouldn't you? Not a bit of it. Within days, the big brick was proving difficult to rouse in the mornings. The battery was the culprit – mains charging it would at least get it to start, but the next day, it would be dead again.

I checked the battery cells and saw that the two outer ones were very low. So, cheapest option first, I popped to my local Halfords for some distilled water and a small funnel. Unfortunately, even with all the cells topped up and the battery recharged, the Volvo wasn't having any of it. Time, I suppose, for the more expensive Plan B – a new battery.

There were several options, ranging from £82 to £110. I went for the

cheapest – the Volvo has gobbled up more than its fair share of my bank account lately as it is.

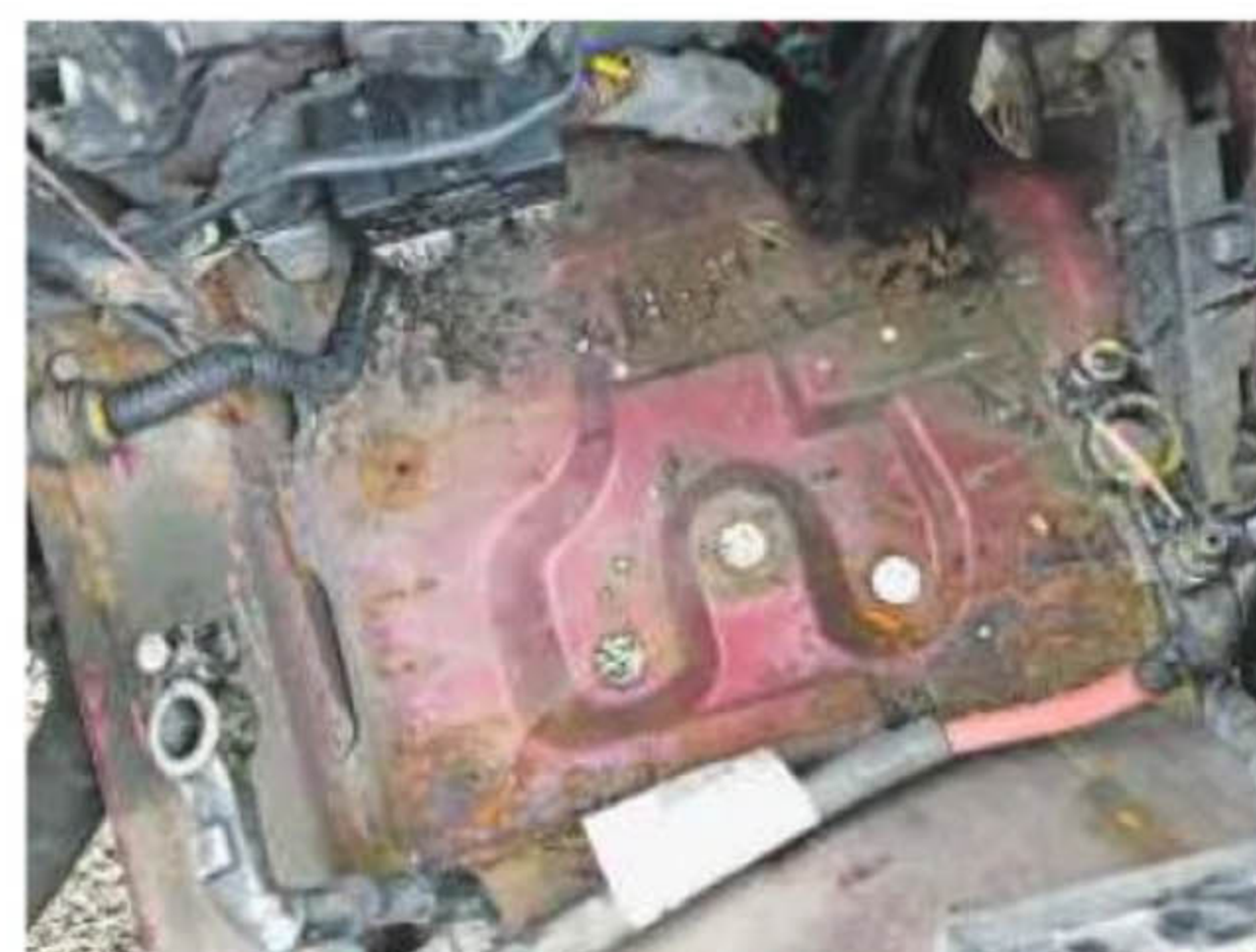
At least fitting it was simple enough – unscrew the terminals then remove the right-hand inside headlamp cover to allow enough room to undo the securing clamp. I'm used to taking batteries out only to be horrified by the acid-attacked metal underneath, but the steel platform below the Volvo's plastic tray still looked pretty reasonable.

The new battery was squatter and wider than its predecessor, so getting the clamp tightened properly took a few goes. Still, it was all sorted after about half an hour or so. The Volvo now fired up so eagerly that it almost seemed all I had to do was wave the key in the vague direction of the ignition to get it to start.

So, happy, contented and willing Volvo now then? Um, no. Now there's a small blow from the exhaust; worryingly, it's around the catalytic converter. Will this car ever start behaving itself like other examples of its marque? Or have I found the black sheep of the Gothenburg family?



At least fitting the new battery was relatively straightforward.



Battery tray was quite reasonable aside from a little rust and a lot of grime.



New battery in situ. Now the Volvo can find something else to go wrong. And, indeed, has.

OWNED SINCE February 2018 // MILEAGE SINCE LAST REPORT 77 // TOTAL MILEAGE 155,000 // LATEST COSTS £85

Carry on camping



DAVID BROWN
CCW'S VW GURU

1972 VOLKSWAGEN TYPE 2 CAMPER

I re-learned how to drive the VW T2 camper using a gear stick with the temporary replacement gearbox last summer – remembering to get the front-end lined up straight at junctions and roundabouts.

The original gearbox was away being repaired, having lost reverse gear in early July, so my seasonal outings were a bit restricted.

The furthest outing during this period was to the Cropredy Festival



Changeover day at VW Aircooled Works – the Beetle in for some TLC, while the Camper is back in action with a temporary gearbox.

in August. The most memorable thing about the weekend was the terrible weather that broke many a tent pole and sent gazebos hurtling around in the gales. I was content to be snug in my tin box and happy that the storms calmed down in time for the journey home on the Sunday morning.

After that, I tucked the T2 away in the garage until I received a message from

VW Aircooled Works to take GVF back to the workshop for the repaired gearbox and gear shifter to be re-fitted. This entailed taking the engine out again to get at the gearbox, a task that is apparently more time-consuming than it is tricky. Peter Shaw took the T2 for a test drive and declared that all was well.

The restored gearbox on the bench ready for re-fitting at last.

However, while the exchange was taking place, Peter had noticed that the middle exhaust section and an engine seal were – to use the technical term – 'knackered'. As a result, these were replaced. Also, the flywheel oil seal was leaking so the flywheel was removed and a new seal fitted.

With all those jobs done, 'Geoff' was ready to come home – just in time to over-winter in the garage. I enjoyed using the shifter to change gears once again – this is one mod con that I've never regretted fitting to my otherwise stock vehicle.

What started as a good season for the camper had been curtailed by that loss of being able to select reverse gear, but now it is a matter of being patient until hopefully we get some decent weather to get out and about again.

It was late February when my first camping trip of 2019 took place – I wonder when Geoff will be back in action in 2020?

OWNED SINCE May 2008 // MILEAGE SINCE LAST REPORT 300 // TOTAL MILEAGE 75,408 // LATEST COSTS £242

THIS WEEK IN OUR FLEET...

DAVID SIMISTER
EDITOR



1990 MAZDA Eunos Roadster

Regretted sticking it on SORN when the daily developed a fault barely a week later. I suspect that I'll be pressing NRX back into regular service rather sooner than expected!

JAMES SADLER
MANAGING EDITOR



2003 PEUGEOT 406 Coupé

That moment when you get back from a fortnight in Florida and you find that your Peugeot's door is frozen solid. It's good to be home...

MIKE LE CAPLAIN
PRODUCTION EDITOR



2001 MGF 1.8i

Yuck – mildew crept into the 'F's cabin over the Christmas break. Time to break out the upholstery cleaner and a couple of dozen J Cloths, I reckon.

JON BURGESS
NEWS EDITOR



1995 SUBARU SVX

Driving it during Storm Brendan means that the job of replacing the whistling (but still sealed) inside window has taken on a new urgency.

CHARLIE CALDERWOOD
EVENTS EDITOR



1999 BMW 318Ti

About to go in for its MoT. I'm feeling confident, but must take a look at the exhaust after clouting it on a speed bump, the other day...

CHRIS HOPE
FEATURES EDITOR



1980 TRIUMPH TR7 FHC

The garage has flooded. Again. One more reason for the TR7 to be upset with me. Hopefully it will appreciate that I'm working towards a more permanent solution.

RICHARD GUNN
SENIOR CONTRIBUTOR



1995 VOLVO 960 3.0 estate

A combination of winter, rain and three dogs has turned the 960 into a muddy mess. Still, that's how an old Volvo estate should be, right?

NICK LARKIN
EDITOR-AT-LARGE



2003 MG ZR

Yay! Hard-working MG is now showing off its new windscreen. Boo! It's also sounding unusually sporty because the exhaust is starting to blow...

ALSO ON THE FLEET

David Brown 1999 Rover 200 BRM.
Steve Berry 1970 Reliant Scimitar.
Richard Kilpatrick 1992 Jaguar XJS.
John Lakey 1984 Opel Monza.
Nick Larkin 1960 Austin A55.
Alex Riley 1981 Triumph TR7 Conv.
James Taylor 1950 Rover P4.
Fuzz Townshend Austin 7 Special.



KEEPERS

1974 MGB GT V8

Owning a car for more than 40 years is quite a milestone, but this much-loved 'B GT V8 has had its share of adventures along the way

RICHARD MONK
CAMBRIDGESHIRE

I may have been introduced to MGs at an early age, but I didn't think that I'd still own this one after more than 40 years. I was perhaps ten or 11 when I met friends of the family who owned them, so they made a bit of an impression on me and I had an MG 1300 when I started driving before progressing on to a 'B GT and then this V8.

'A friend had a V8 and I aspired to one as well, eventually finding this one-owner car back in 1975. It was a great colour – black is quite unusual on these cars – but the previous owner had let it go, so there were a few cosmetic issues. I tidied it up and used it every day on my commute to the MG Owners' Club headquarters when I started working there in 1980.

'That same year I had a scary moment near Luton when a Vauxhall Motors lorry shed its load of sheet steel, which knocked my car off the road and did plenty of damage underneath, including shearing off the sump plug. That instigated the first major repair, only for it to later get T-boned by a Rover 75 that pulled out in front of me.

CLUBS & SPECIALISTS

■ **MG Owners' Club Spares**
mgownersclub.co.uk/spares
■ **MG Car Club** Oxfordshire.
01235 555552, mgcc.co.uk
■ **David Manners** West Midlands.
0121 544 4040, jagsparses.co.uk
■ **MV Classics** Hampshire.
01489 878059, mvclassics.com
■ **Webcon UK** Middlesex.
01932 787100, webcon.co.uk
■ **Hall's Garage** Lincolnshire.
01778 570286, hallsgarage.co.uk

'The car was heavily damaged – the shell was re-jigged, it needed new front wings and chassis legs and I further refurbished the body and got it resprayed.

'There have been plenty of more enjoyable experiences, especially when the car was used to lead the 'Save MG' protest rally in 1979 when we lobbied BL about Abingdon's closure.

Leading hundreds of MGs through London was quite amazing.

'My car was also

involved in a TV advert during the launch of the MG Metro, so my V8 has become a bit of a star over the years; it's certainly well-known in MG circles.

'Around 1999, I decided to invest in a few upgrades, fitting a 3.9-litre V8 and a five-speed gearbox, along with some creature comforts like electric windows, but I've got no other changes planned.

'It's done around 240,000 miles, now, and runs as well as ever. It's a great car to use on my commute during the summer months.

'It's amazing to think that I've owned it for almost half a century and it's certainly had a

few adventures over those years, so it's safe to say it won't be going anywhere.

'In fact my sons will eventually inherit the car – I hope they'll enjoy it even half as much as I have over the years.'



'A lorry shed its load of sheet steel, knocking my car off the road'


THE HIGHLIGHTS
AND LOWLIGHTS

1979



LEADING THE CHARGE

'I'm driving as we lead hundreds of MGs through the centre of London. The MG Owners' Club was leading the campaign to save Abingdon, and we delivered a petition to BL headquarters in Piccadilly. Although ultimately unsuccessful, it was nonetheless a special thing to be a part of.'

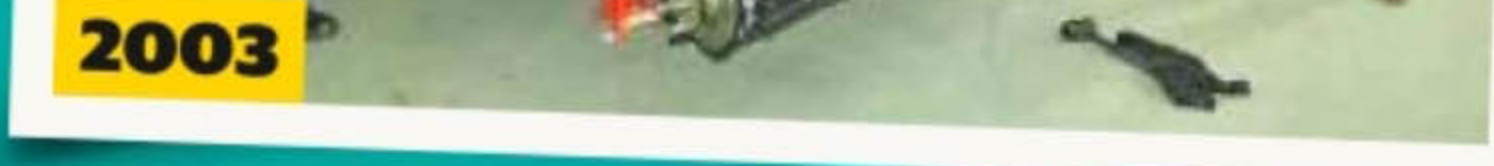
1982



BECOMING A TV STAR

'This photo was taken during the MG Metro advert that was shot on a beach in Spain. A few owners and their cars were shipped out there, and it took a couple of days, I think. It was good fun and meant that my V8 appeared on national television.'

2003



A SHOW RESTORATION

'My car is reassembled during the Classic Car Show at Alexandra Palace after the accident with a Rover. Practical Classics magazine wanted an MG to work on during the show, and Quentin Willson is taking an interest in how they were getting on.'

OUT ON TOUR

'Crash damage repaired, it's out on an MGOC tour to Spain. It's always been one of our favourite destinations and the engine and gearbox upgrades means that it's really capable on longer trips. I've lost count of the number of tours and events that I've done with the V8 over the years.'

2003



WHAT WE RECKON

'It's great for someone who fell in love with MGs at an early age to achieve their dream and enjoy it. The V8 is already a great example of the MGB, and Richard's well-judged upgrades have made it even better. It may have suffered a few trials and tribulations along the way – not to mention one or two exotic adventures – but it's a proper survivor. I wouldn't change a thing about the car – instead just keep adding to its fascinating story.'

CHRIS RANDALL
CONTRIBUTOR



THE INSURER'S VIEW

'As the exclusive insurance partner to the MGOC, we know Richard, and his MG, very well. Richard has made a number of mods to improve his car, which increase the performance and comfort on the many overseas trips the car has completed. Whilst all mods should be declared when taking out insurance, they won't always increase the premium. We would suggest Richard consider an agreed value policy so that the true value of his MG would be realised should the worst happen.'

ANDREW EVANSON
LANCASTER INSURANCE



ENGINE 3528cc/V8/OHV **POWER** 137bhp@5000rpm **TORQUE** 193lb ft@2900rpm
MAXIMUM SPEED 124mph **0-60MPH** 8.2sec **FUEL CONSUMPTION** 22-28mpg
TRANSMISSION RWD, 4-sp man + o/d
(Specifications are for Rapier Series V)

LANCASTER INSURANCE QUOTE

1974 MGB GT V8, WORTH £25,000. Standard quote: £80.48 or £98.48 with agreed value.

*Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL. Disclaimer: Policy benefits, features and discounts offered may vary between schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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AHH8536	Short Oil Hose MGB 62-74	£17.04
AHH8537	Long Oil Hose MGB 62-74	£22.08
GLP143	Oil Pump 5 Bearing MGB 62-74	£29.58
NRP1142	Radiator MGB 68-76	£111.60
GWP130Z	Water Pump MGB 71-80	£26.40
GMC1007	AP Clutch Master Cyl MGB 68-80	£69.46
11G62	Rocker Shaft	£11.88
AJM1163	Payen Head Set MGB 62-80	£28.74
88G303	Camshaft 5 Bearing	£88.80



ELECTRICAL

BHA4900	Dual Gauge Cold to Hot	£84.00
13H337LUCAS	Lucas Ign Switch - No Barrel/Keys	£13.80
24G1345LUCAS	Lucas Barrel & Keys	£8.70
GXE7708	Wiper Motor	£42.60
BHA4278LUCAS	Lucas Rheostat MGB 62-76	£26.40
1H811LUCAS	Lucas Distributor 25D4	£64.20
BCA4501LUCAS	Starter Solenoid	£25.20
GWW125LUCAS	Lucas W/Screen Washer Pump	£12.00
BHA4966	Indicator Sidelight MGB 62-74	£14.70
142169ALUCAS	O/Drive Relay 6RA MGB 62-74	£20.70



BRAKING

27H4650 / 27H4651	Caliper RH/LH	£38.40 each
GSM125	AP Servo Indirect 1.65:1 MGB 62-77	£158.40
TT3949	AP Servo Booster Kit 1.9:1	£189.60
TT3949Z	Servo Booster Kit 1.9:1 MGB 70-76	£90.00



EXTERIOR & ACCESSORIES

AHH6103SBL	Genuine Moulding Set	£62.76
GAM215S / GAM216S	Door Mirror RH/LH	£17.40 each
C27290	Copper/Hide Hammer	£21.00
GAC4009	Pair of Mudflaps	£10.50
GAM105	Bullet Racing Mirror	£13.39
GAC4003	Chrome Boot Rack	£204.00



MGA | MGB | MGC | MIDGET | MGF | MGTF | SPRITE | TR2-7 | SPITFIRE | HERALD | GT6 | STAG | DOLOMITE



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PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

Our Galant is finally fixed and about to be pressed straight back into service, having spent the weeks over Christmas immobile and unused in the car park.

THE
£1000
CHALLENGE
RUNNING CLASSICS ON A SHOESTRING



NO REST FOR THE WICKED

Fixing our Galant's failed clutch turned out to be easier than expected, so it's back on the road

1991 MITSUBISHI GALANT GLSi

THE STORY SO FAR

Miles driven 10

Total mileage 237,362

What's gone wrong We've fixed it, but other issues persist...



CHARLIE CALDERWOOD

It would be fair to say that we dragged our heels over getting the Galant's clutch fixed. But could you blame us? We'd just spent a load of money getting it through its MoT, only for it to leave us stranded without a clutch at the top of the Pennines, 190 miles from home. At this point, we almost fell out of love with the car.

I was pretty sure that the clutch release bearing had gone, something that would necessitate replacing the entire clutch, so I reckoned that we were looking at a bill of at least £300. But come the New Year we knew that it was time we got it sorted, so I booked the car in at local garage Express Autocare. Getting it there was another thing entirely, however.

On my return from the Pennines, I'd deliberately parked the Galant nose-in at the back of the car park, and my foresight paid off, because I could start it in first gear, drive into the empty space in front of it and then out of the car park. Once on the road, however, I struggled to find second gear using rev matching, at which point I remembered that it had been sitting unused for nearly a month in the depths of winter.

I let it warm up by the side of the road for five minutes, therefore, and managed to get it into second gear after a few attempts once on the move. Thankfully, it's only a two-mile drive from CCW's offices to Express Autocare – with only one set of traffic lights – and moving through the gears was easy enough once the car was up to temperature.

Pleasant surprises are rare where old cars are concerned, so you can imagine my delight when I received a phone call later that day informing me that the clutch slave cylinder

MILES FROM OUR TARGET

0 1 2 6 3 8



BEFORE Old slave cylinder was coated in hydraulic fluid because its rubber seals had bitten the dust.

AFTER Shiny new slave cylinder fitted. Charlie has added its location below the gearbox to his growing list of excuses.



Charlie checked the Galant's master cylinder when the clutch stopped working, but not the slave cylinder. D'oh!

was plastered with hydraulic fluid and likely the root of the problem. One new slave cylinder later, and the clutch was fixed for less than half the cost we were bracing ourselves for.

I have to admit to a degree of ignorance here because while I had checked the master cylinder on the Pennines, I hadn't even considered the slave cylinder. The fact that my last two cars – a Volkswagen Scirocco and a Peugeot 205 – had cable-operated clutches is my only excuse because I've never had to work on a hydraulic clutch before. I wouldn't have been able to do anything differently, mind, because I certainly wasn't going to be able to improvise a repair halfway up a mountain.

Excuses aside, I was surprised that the garage had experienced no problems in tracking down a replacement slave cylinder for the car, though maybe this is because Mitsubishi used the Galant's transmission on a lot of its cars.

The car still has its problems, though – a month of inactivity has revealed that the offside rear tyre has a very slow puncture and we still need to get on with tidying the bodywork like we've been promising to do ever since we bought the car.

Still, that would mean not using it all the time, and that won't be happening any time soon seeing as editor Simister's daily driver has just broken down...



Rear tyre's slow puncture is making this a weekly job at the moment.



NEXT WEEK David gets to work tackling the leaky fuel tank on our Volkswagen Polo MkII. Predictably, it doesn't go entirely to plan...



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THE WEEK IN DEALS

**RICHARD BARNETT'S
WEEK OF LOOKING
AT THE MARKET**

WEDNESDAY

Last week's CCW has a story about H&H boss, Simon Hope, selling his collection of Matchbox cars, and it just goes to show that anyone with an interest in old cars probably has a related interest, be it model cars, petroliana or, in my case, books. All have their own markets with value rises and dips – so much like the old car market, in fact.

SATURDAY

Back on to the Historics' website for another look at the 1947 Rolls-Royce Silver Wraith ordered (and designed) by oil magnate, Nubar Gulbenkian, who in the 1960s was known for his modified Austin FX4s. This Hooper-bodied Wraith was highly controversial at the time and the Crewe factory, while not especially pleased with the appearance, could hardly turn down a sale to one of the world's wealthiest people. Some restoration work has been carried out but it requires finishing – once completed, it will surely be one of the most significant post-war Rolls-Royces.



THINGS CAN ONLY GET B

Political uncertainty rocked the market in 2019 – but has it weathered the storm?

Last year wasn't the best for auctioneers, but that was due to circumstances beyond their control – most notably Brexit – for better, or for worse. But how will 2020's market fare at the start of the new year following a general election?

We've seen American auctioneers go all-out with no-reserve sales (CCW, 15 Jan) knowing that this packs the punters in. Barrett-Jackson recently held the biggest no-reserve auction docket in history on 11-19 January; with 2000 cars from nine separate collections consigned, salerooms on this side of the Atlantic are sure to take note, with a surge of interest in sub-£20k auction cars (CCW 8 Jan), are these two factors what's needed to keep the market performing?

According to Tim Gascoigne of Barons, vendors should take a more realistic view about how much return they want. He said: 'I'm very pleased with how things went for us in 2019 – we performed well in tough trading conditions. 2019 will be remembered as a year that was dominated by political turmoil, which obviously wasn't good for the economy as a whole, and this definitely had an effect on the classic car market.'

'Trying to consign cars with reserves that are in line with current market prices has been tricky at times, but I think the team have done a great job of explaining to perspective vendors where the current market is and why they have valued a car at a certain price, and this has shown in the increased number of cars that we have had in our sales.'

While some might see true political certainty this year, others, like Brightwells' Matthew Parkin, reckon that there's still work to

be done. He said: 'We saw lots of overseas activity, both from buyers and sellers anxious to get in before trade barriers came into play, at the tail end of last year but sadly, the new political situation has yet to deliver any notion of what will happen with import and export tariffs going forward, so until there is clarity over that, nobody can say how our international business will develop.'

'The mental rollercoaster that we have all been through appears to have pushed many to reappraise their portfolios – particularly "projects" that will never get to the top of the list, so I think supply will be good.'

Historics' auction director, Edward Bridger-Stillie, said that it's too early to make any informed post-election predictions – but that the market will negotiate any tricky waters. He said: 'There was widespread concern about market stability and while there is evidence of the market hardening, the prophets of doom and gloom were largely proved wrong.'

'Whether we will have a positive bounce as a consequence of the General Election outcome is to be seen, but it's best to remember that the market is dynamic and values will constantly shift, disregarding the political and financial climate.'

'Historics had a very positive 2019, ending on a high at our November sale and frankly, we can see no reason why that buoyancy shouldn't continue.' **Richard Barnett**

'Trying to consign cars with reserves in line with market prices has been tricky at times'

Market realism will be key to the market performing better than it did in 2019.



CLASSIFIED GEMS

Cars that
caught our
eye in this
week's ads

FORD PUMA



2000, 42,826 miles, £1995, super clean interior, has been dry stored previously, body in excellent condition for age, no rust. 07785 936180, Canvey Island

p45

Ford Puma

This is pricey for a Puma, no doubt, but if the wheel arches really are free of rust, it is worth it with that mileage. We've checked and it is the Yamaha-engineered 1.7, too. Collectable for sure.

MORRIS OXFORD



1952, 39,000 miles, £3999, runs and drives fine, everything works, looks very good for its age, no rust, got plenty of spare parts, 2 wings. 07939 268243, Thorne

p52

Morris Oxford

This unusually coloured Oxford looks good value if it is as rust-free as the owner says, and is a good alternative to a Minor if you find them too small, too expensive or too ubiquitous.

RENAULT 5



1989, 42,000 miles, £2390, FSH, 12 months MoT, 1 former keeper, garage kept from new, exceptional condition, rust-free. 01435 865769, Waldron

p54

Renault 5

You just don't find Renault 5s in this sort of condition anymore, especially not those with just one former keeper. It's an auto, which is a shame, but it is the more powerful 1.4 litre. A delightful retro runabout.



WELL BOUGHT

Luxury the smart way

How one buyer got a canny XJ for under a grand

CAR 1997 Jaguar XJ Sport 4.0 **SOLD** £950 **ORIGINAL ESTIMATE** No reserve, Barons, 10 December

RICHARD BARNETT
MARKETS EDITOR

It's a £950 Jag – surely that's a big bill in waiting?
 Actually, this one was pretty good. The bodywork had lasted very well and there were no signs of corrosion in the wheelarches; the back ones were notably very tidy and the door bottoms had no rot, either. Panel fit was very good and a reflection of the drive for better quality that Ford instigated to improve Jaguar's appeal, especially in export markets. Unusually there were no bumper scratches or scuffs, which these models can suffer from, and while it might be a rather minor point, the glass was good, too. The alloy wheels were in good order and showed little sign of neglect.

The interior wasn't bad, either.
 Generally not bad at all. Ford's influence meant that Jaguar interiors were lasting better by this period and this one proved the point, with one notable and to-be expected exception – the driver's seat showed the usual wear on the outside edges while the other seats (in lovely cream leather) were in good condition with no tears or marks and it was pleasing to see all the interior lights worked. The door cards were good, too, as was the dashboard. However, a look upwards revealed that sadly all-too familiar trait of these models – the sagging headlining.

The history helped here, too.
 Five owners from new, the last a churchman, while the book showed main dealer servicing to 98,000 miles,



with recent spending on new front discs, pads and calipers as well as track rod ends and a complete exhaust system. A major service was carried out in January 2019.

So what kept the price down?
 The let-down was the paint, which gave the appearance of having been through too many automatic car washes. The roof, bonnet and boot lid had many scratches and the lacquer had long gone – the sides had fared way better.

Values will start to creep up.
 Those old enough to remember when Jaguar Mk2s were worth very little will see history repeating itself with the X300/308 XJ range. As with their predecessors, they're in plentiful supply and consequently in varying conditions – from the immaculate low-mileage one-owner model to the scruffy and unloved... they're all out there. But the market for them is slowly strengthening – just as it did with the Mk2 back in the early- to mid-1980s.

How this Jaguar XJ6 (X300) compares

CONCOURS	£6000-8000
VERY GOOD	£4500-6000
GOOD	£2500-4500
USABLE	£1000-2500
PROJECT	£500-1000
THIS CAR	£950

TOP 10 VAUXHALL PRICES

UK auctions, 2019

1 1923 30/98 OE Mulliner
£185,000, Brightwells

2 1992 Lotus Carlton
£58,500, Silverstone

3 1993 Lotus Carlton
£29,610, Silverstone

4 1929 20/60 T-Type Richmond Saloon
£29,120, Historics

5 1934 Stratford Sports Tourer
£15,680, Brightwells

6 1979 Chevette HS
£15,000, Historics

7 2007 VXR8
£13,420, Barons

8 1972 VX 4/90
£12,296, ACA

9 1936 DX 14hp Light Six Tourer
£11,000, Tennants

10 1966 Viva
£8708, Mathewsons

CLASSIC RISERS

FERRARI 308 GTB (1975-85)

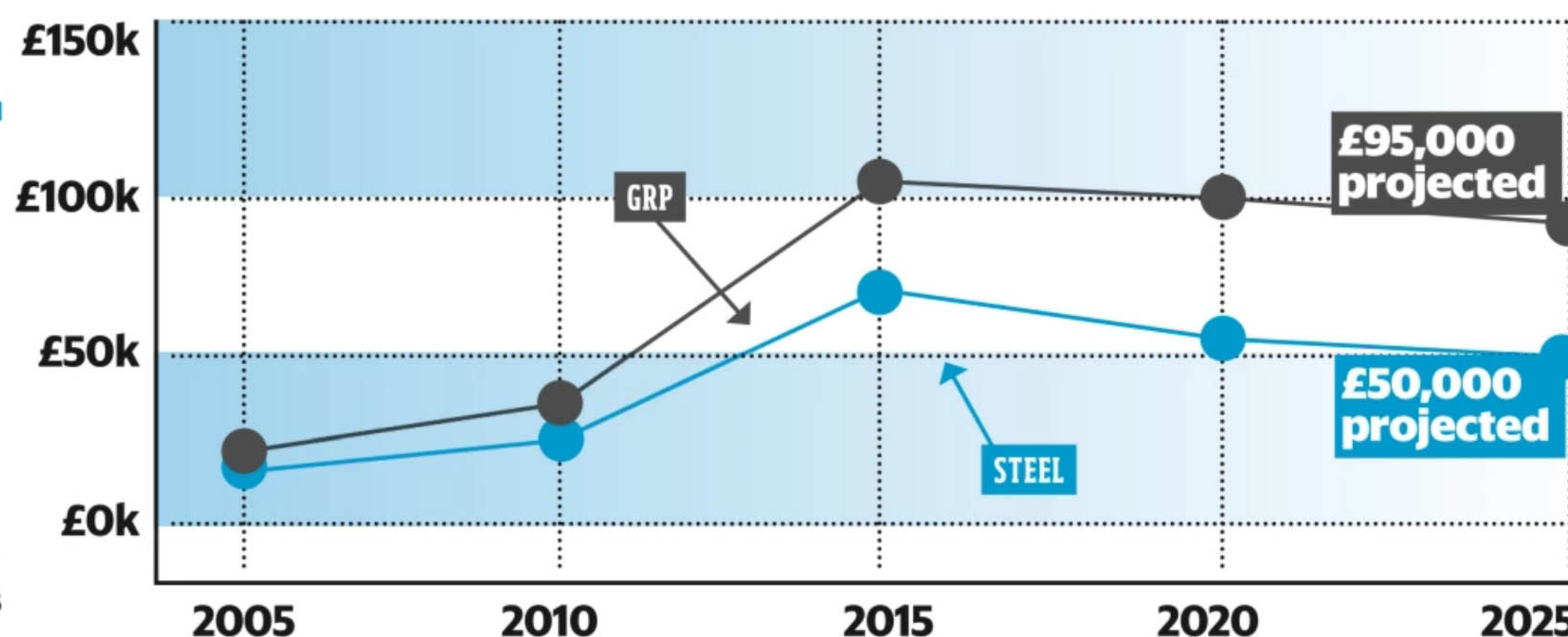
The general rule of thumb with 308s is that the earlier the derivative, the more sought-after it is. But the real distinction in prices here is between the much rarer, glassfibre-bodied cars

of production and their steel-bodied successors. Both have shot up in value over the past 15 years, with the price gap between the two now becoming even more pronounced.



THE CCW VIEW
 The 308's stellar price rise is due to a combination of being fuelled by years of the classic market strengthening, and a generation of buyers that grew up lusting after mid-engined Seventies and Eighties supercars competing to buy them. Values have actually started to slip back a little after years of rises, as the market leans towards enthusiasts and investors move elsewhere. David Simister

VALUES 2005-2025: THE CALM AFTER YEARS OF RISES



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CLASSIC CAR AUCTION



MG B GT 1971
68,340 MILES FROM NEW
3 OWNERS



MERCEDES SLK 230 1999
37,890 MILES FROM NEW
GOOD HISTORY FILE



CHEVROLET CAPITOL 1927
SOLD WITH NO RESERVE
RESTORATION IMAGES



CADILLAC LASALLE 50 SERIES 1938
OUT OF THIS WORLD!
COMPLETELY RESTORED



DAIMLER DS LIMO 1986
SOLD WITH NO RESERVE
DUE TO LACK OF STORAGE



MG M TYPE 1930
RECENT ENGINE OVERHAUL
COSTING OVER £11,500



MORRIS MINOR CONVERTIBLE 1967
ONE LADY OWNER FROM NEW
PRICED TO SELL



MG YB 1953
LOTS OF RECENT WORK
CARRIED OUT



MORRIS MINI COOPER 1969
RESTORED IN 2014
VERY PRESENTABLE



MERCEDES S430 AUTO 1999
GOOD HISTORY
WELL MAINTAINED



BENTLEY TURBO R 1985
96,722 MILES FROM NEW
29 SERVICE STAMPS



JAGUAR XJ6 4.0 1990
48,206 MILES FROM NEW
2 OWNERS



JAGUAR XK8 COUPE 2000
12 SERVICE STAMPS
GOOD VALUE FOR MONEY



BMW 840 CI AUTO 1997
PRIVATE PLATE INCLUDED
IN SALE



PORSCHE BOXSTER S TIP 2000
LOTS OF MONEY SPENT ON
RECENT MAINTENANCE



FORD CORTINA 1600E 1970
RESTORED 2 YEARS AGO
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PLUS VEHICLE ESTIMATES

FRIDAY 31ST JANUARY 2020 - 10.30AM



ROLLS ROYCE 25/30 LIMOUSINE 1937
COACHWORK BY WINDOVERS
RESTORED IN 2002



BENTLEY SPECIAL 1950
STUNNING EXAMPLE BEING SOLD
DUE TO OWNER MOVING ABROAD



TRIUMPH STAG AUTO 1974
RECENTLY RESTORED
STAG- WEBBER CONVERSION



TVR CHIMAERA 1998
64,400 MILES FROM NEW
FULL SPECIALIST HISTORY



JAGUAR 240 MK2 1968
FULLY RESTORED OVER 5 YEARS
SEE WEBSITE FOR DETAILS



CHEVROLET CORVETTE 1987
71,417 MILES FROM NEW
GOOD HISTORY FILE



WOLSELEY 1500 1958
OLDER RESTORATION
GOOD EXAMPLE



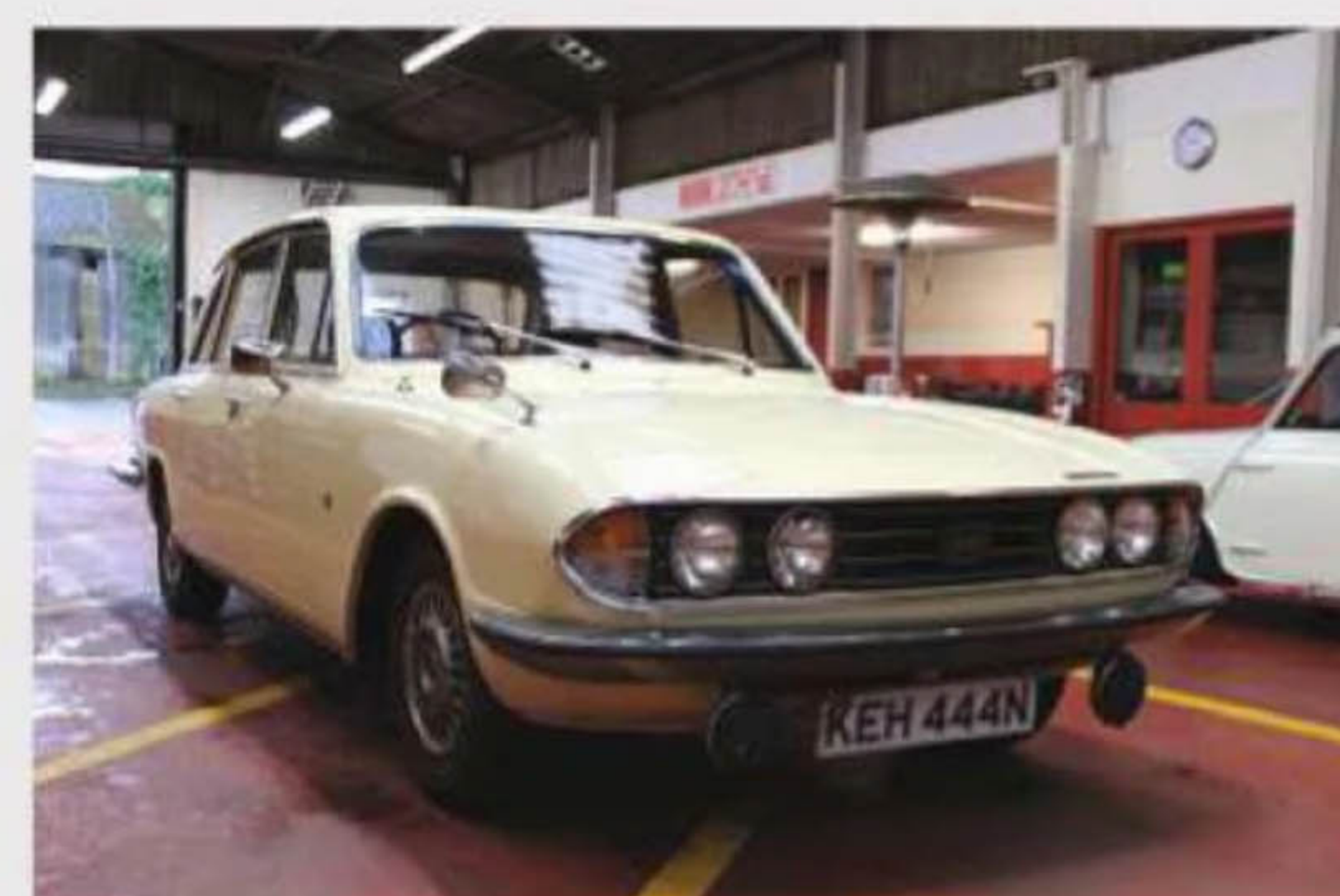
TRIUMPH VITESSE CONVERTIBLE 1969
GOOD EXAMPLE
RARELY USED HENCE SALE



JAGUAR XJ6 1972
4 OWNERS AND
59,000 MILES FROM NEW



BMW 316 AUTO 1982
LAST REGISTERED KEEPER
SINCE 1989



TRIUMPH 2000 1975
SOLD WITH NO RESERVE



MERCEDES 230TE 1987
RARE 5 SPEED
MANUAL GEARBOX



ROVER MINI COOPER 1.3i 1992
RESTORED OVER 4 YEARS BY
THE VENDOR

WWW.SWVA.CO.UK

QUALITY NOT QUANTITY



UPCOMING AUCTION SOUTH WESTERN VEHICLE AUCTIONS, POOLE. 31 JANUARY

DRIVEN TO SUCCEED

Dorset auctioneer had 2019's best sales rate – here are the cars that it's hoping will continue the trend into 2020

This classic auctioneer is one of a small group that drives the cars through its sales, and its first sale of 2020 is no exception. It pleases punters, as its sale rates testify.

With keen private punters paying strong money, some traders now stay away, but for those keen to get stuck in with lively bidding, SWVA is one of the sales every serious bidder should get along to at least once a year.

While the business keeps the number of lots in double figures, many buyers like the slightly less three-ring circus atmosphere, and there is normally enough variety to please most punters.

This latest sale maintains the mix, covering pre-war to modern classics, which should ensure that it maintains its 90 per cent-plus sale rate, while a high proportion of no-reserve offerings should fire up what is traditionally a lively crowd.

01202 745466
swva.co.uk



1960 AUSTIN A40

ESTIMATE
£4250-4750

The A40 takes some beating, combining simple, svelte lines with trusty mechanicals. Popular as a main car or as a second car for the wealthy,

today A40s are as known for their exploits on the track at Goodwood. This two-owner example has covered 39,000 warranted miles from new,

the first keeping it until 2002 and it comes with plenty of history. A lovely example, and a cracking start to the new year for one lucky bidder.

MARKET VIEW

One car that won't be driven past the rostrum is 'Berty', a non-running 1962 Land Rover Series 2 project, but it should attract plenty of interest at no reserve. Classics that will be fired up include a 1962 Morris Minor Traveller, which comes to market after two years of being improved in search of £5000-5750, while much the same is suggested for a 1970 Ford Cortina 1600E treated to many new parts and a bare metal respray. There's also a 1930 MG M Type Midget, which was preserved in a Belgian museum for many years, and had undergone an £11,500 engine rebuild only 100 miles ago. It's estimated to fetch £17,900-18,500.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



No reserve



1927 CHEVROLET CAPITOL TOURER

This Chevy's vendor has owned it for nine months. It has been restored and fitted with a 1.6-litre Ford Pinto engine at some stage, which spells greater performance and spares support, though SWVA advises that the original rear axle-only braking has been retained. Interesting for those looking to take a plunge into pre-war motoring.



ESTIMATE
£2500-3000

1967 ROVER 3-LITRE SALOON

While the classic market seems fixated on the later P5B, some regard the earlier 3-Litre as an equally good – if not better – alternative. This use-and-improve late saloon is said to have been driven regularly and is described as being 'very usable', having had light restoration in 2007. A lot of car for the money if it sells within estimate.

AUCTION CALENDAR

25 JANUARY Anglia Car Auctions, The Cattlemarket, King's Lynn, Norfolk PE30 4NB
01553 771881 ■ angliacarauctions.co.uk

31 JANUARY SWVA, 61 Ringwood Road, Parkstone, Poole, Dorset BH14 0RG
01202 745466 ■ swva.co.uk

8 FEBRUARY Mathewsons, 8 Pickering Road, Thornton-le-Dale, Pickering, N. Yorks. YO18 7LH
01751 474455 ■ mathewsons.co.uk

9 FEBRUARY Charterhouse, Bath & West Showground, Shepton Mallet, Somerset BA4 6QN
01935 812277 ■ charterhouse-auction.com

15 FEBRUARY Richard Edmonds, Bristol Road, Allington, Kent SN14 6LJ
01249 444544 ■ richardedmondsauctions.com

22 FEBRUARY Coys, London Classic Car Show, Olympia, Hammersmith Road, Kensington, London W14 8UX
020 8614 7888 ■ coys.co.uk

22 FEBRUARY Morris Leslie, Errol Airfield, Errol, Perth PH2 7TB
01821 642574 ■ morrisleslie.com

22-23 FEBRUARY Silverstone Auctions, Race Retro Classic & Competition Car Sale, Stoneleigh Park, Coventry, Warks. CV8 2LG
01926 691141 ■ silverstoneauctions.com

25 FEBRUARY Barons Classic Winter Warmer, Sandown Park Racecourse, Surrey KT10 9AJ
023 8066 8413 ■ barons-auctions.com

4 MARCH Brightwells Classic and Vintage, Leominster, Herefordshire HR6 0DE
01568 611122 ■ brightwells.com

4 MARCH H&H Classics, online-only sale, see website for more details
01925 210035 ■ handh.co.uk

7 MARCH Historics, Ascot Racecourse, Berks. SL5 7JX
01753 639170 ■ historics.co.uk

18 MARCH H&H, Imperial War Museum, Duxford, Cambridgeshire CB22 4QR
01925 210035 ■ handh.co.uk

19 MARCH Dorset Vintage and Classic Auctions, Henstridge Airfield, Somerset BA8 0TN
01963 363353 ■ dvca.co.uk

21 MARCH Mathewsons, Pickering Road, Thornton Le-Dale, Pickering, N. Yorks. YO18 7LH
01751 474455 ■ mathewsons.co.uk

21 MARCH Bonhams MPH, Hanger 113, Bicester Heritage, Bicester, Oxfordshire OX26 5HA
01869 229477 ■ mph.bonhams.com

28-29 MARCH Classic Car Auctions, Practical Classics Classic Car and Restoration Show sale, NEC, Birmingham B40 1NT
01926 640 888 ■ classiccarauctions.co.uk

CARS FOR SALE AT AUCTION 31 JANUARY

SOUTH WESTERN VEHICLE AUCTIONS, POOLE. 31 JANUARY

YEAR/MAKE/MODEL	ESTIMATE
1946 Austin 8	£3200-3900
1955 Austin A35 two-door	En/r
1960 Austin A40	£4250-4750
1950 Bentley MkVI special	£49,000-50,000
1985 Bentley Turbo R	£4250-4750
1982 BMW 316	En/r
1985 BMW 525e	En/r
1997 BMW 840 Ci	En/r
1927 Chevrolet Capitol Tourer	En/r
1987 Chevrolet Corvette	£5000-5750
1986 Daimler DS420	En/r
1970 Ford Cortina 1600E	£5000-6000

YEAR/MAKE/MODEL	ESTIMATE
1980 Ford Transit Auto-Sleeper project	En/r
1994 Ford Escort Si Cabrio	En/r
1995 Ford Escort Mexico	En/r
1995 Ford Escort Mistral	En/r
1968 Jaguar 240 c/w 4.2	£14,900-15,500
1972 Jaguar XJ6 4.2	£6900-7500
1990 Jaguar XJ6 4.0	£2900-3600
2000 Jaguar XJ8 Executive	£1500-1950
2000 Jaguar XK8 fhc	£2500-2900
1938 LaSalle 50 Series	£27,000-29,000
1962 Land Rover 88" hard top	En/r
1986 Mercedes-Benz 280 CE	£2900-3500
1988 Mercedes-Benz 230 TE	En/r
1993 Mercedes-Benz 280E	En/r
1999 Mercedes-Benz S430	£800-1000
1999 Mercedes-Benz SLK 230 Komp	£2500-2900
2002 Mercedes-Benz SLK 230 Komp	En/r

YEAR/MAKE/MODEL	ESTIMATE
1930 MG Midget M-type	£17,900-18,500
1953 MG YB	£3900-4250
1971 MGB GT	£2500-3000
1956 Morris Minor two-door	£1500-2000
1962 Morris Minor Traveller	£5000-5750
1967 Morris Minor convertible	£3900-4500
1969 Morris Mini Cooper	£11,750-12,500
1982 Porsche 944	£4000-4750
2000 Porsche Boxster S Tiptronic	£1900-2500
1981 Renault 9 TLE	En/r
1937 Rolls-Royce 25/30 limousine	£18,000-19,000
1960 Rover 80	En/r
1964 Rover 110	£1900-2500
1967 Rover 3-litre saloon	£2500-3000
1990 Rover Mini City E	£3500-3950
1991 Rover Metro 1.1 L five-door	En/r
1992 Rover Mini Cooper	£3500-3900

YEAR/MAKE/MODEL	ESTIMATE
1993 Rover Mini Mayfair	£7500-7900
1997 Rover 623 GSi	En/r
1988 Toyota MR2	£2500-2800
1964 Triumph Vitesse convertible	£3900-4500
1969 Triumph Vitesse convertible	£3900-4500
1974 Triumph Stag	£9000-9750

1-4 CONDITION GUIDE

- 1: Excellent condition – concours can be much more
- 2: Good – sound usable condition
- 3: Average – running with MoT
- 4: Project – in need of restoration

ANGLIA CAR AUCTIONS

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CARRERA 4 TIPTRONIC 3.4S**

GUIDE PRICE:
£13,500 - 16,000



1983 LAND ROVER 109 SERIES III

GUIDE PRICE:
£5,500 - 7,500



**1975 DATSUN 260Z 2+2
SUPER SAMURI**

GUIDE PRICE:
£25,000 - 30,000



**1972 JAGUAR XJ6 4.2 M/OD
SERIES I**

GUIDE PRICE:
£8,500 - 10,500



1967 AMPHICAR CV 770

GUIDE PRICE:
£45,000 - 55,000



**2000 MITSUBISHI LANCER
EVOLUTION VI** 15,872 miles from new

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£24,000 - 28,000



1988 RENAULT 5 GT TURBO

GUIDE PRICE:
£12,000 - 16,000



**1995 ASTON MARTIN DB7 16
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£16,000 - 20,000

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BUYING GUIDE

(1955-67)

SUNBEAM RAPIER

Fancy a stylish, sporty 1950s British classic? Look no further – better still, the market has yet to properly wake up to these cracking saloons and convertibles

WORDS Richard Dredge
PHOTOGRAPHY Magic Car Pics

CCW's
latest classics
FOR SALE

Up for grabs
on p42-67



WHAT TO LOOK FOR

EXPECT RUST

Repair sections are available, but will need fettling to achieve a perfect fit. Front and rear valances, wings, bonnet and boot lid are all tricky to repair thanks to their compound curves. The panel fit was never great even when new, but anything that stands out needs to be explored. Expect corrosion hidden from view just about everywhere, particularly on the top of the inner front wings, the sills, floorpans and boot floor. With the three-piece sills, only the inner and outer panels can be seen. Water can also get into the joint where the front wings meet the base of the windscreen pillar and rot the seam between the inner and outer wings. Check forensically.

CHECK THE STEERING

Look for a leaking or over-tightened steering box. Initially there was a worm-and-nut set-up, but the Series II brought a Burman recirculating ball system, which is significantly more precise. In the case of the former, ensure that there are no pools of fluid under the car; with the latter, check for tight spots as you turn the steering wheel. Kingpins were fitted until the Series IV of 1963; these, along with their bushes, eventually wear out, so get someone to waggle the wheel about, while you look and feel for play from underneath. Pre-Series IV cars had lots of greasing points that mustn't be neglected.

FINDING PARTS

None of the electrical components or instruments give any particular problems because they're generally reliable and readily available. You won't find any new instrumentation or switchgear, but you probably won't need them. Items such as dynamos, alternators and starter motors are easily sourced, as are consumables such as points and condensers. Reviving a weathered walnut veneer dashboard needs specialist skills. Screen rubbers fail, too, but replacements are available. Exterior brightwork is becoming scarce but the owners' club remanufactures some bits.

TRY THE TRANSMISSION TO CHECK FOR FAULTS

All Rapiers got a four-speed manual gearbox, with no synchro on first, until 1964. Many surviving Rapiers have overdrive, either factory-fitted or from a later conversion. Any overdrive problems are likely to be electrical (such as a duff relay or solenoid or dodgy wiring connections), so ensure that it engages and disengages smoothly. Run the engine in neutral with the clutch depressed. If the gearbox (and hence the gearstick) move about as you release the pedal it's because the gearbox bearings have worn out. 20/50 oil should be used in overdrive transmissions and the overdrive is not self-cancelling on pre-Series IV models, so it must be disengaged before selecting reverse to avoid damage.

This year marks 65 years since the launch of the Sunbeam Rapier at the 1955 Earls Court Motor Show, a car that was also sold in Hillman Minx and Singer Gazelle forms within a year. As a result, most of the advice here also applies to any of these Rootes Group 'Audax' models. While the Rapier came in pillarless two-door saloon and convertible forms only, the Gazelle and Minx were also offered in convertible, four-door saloon and five-door estate guises.

The Rapier was the sporty option; by 1959 it was a market trendsetter and successful rally car. In all, nearly 69,000 Series Rapiers were built, about half of which were the acclaimed Series III and IIIA (1959-63).

The Rapier Series I was launched in 1955 in two-door saloon form with two-tone paint and a 62bhp 1390cc engine (initially with just a single carburettor), driving the rear wheels via a four-speed column-change gearbox; the change moved to the floor in late 1956.

The Rapier was sold as a luxury car with full instrumentation, two-speed wipers, leather trim and optional overdrive. Three years on, the Series II brought a convertible to the range, a bigger engine (now a 68bhp 1494cc unit) and better

steering. A new body design brought more exterior brightwork and rear fins, plus piped-edge or dual-colour vinyl interiors.

The convertible had a three-position hood with an unzippable rear window. The 1959-on Series III brought an extra 5bhp courtesy of an aluminium cylinder head, closer-ratio gearbox and front disc brakes (a first for any production car in its sector), a walnut veneer dash and a deeper windscreen.

The 1961-on Series IIIA featured an 80bhp 1592cc engine, plus a hypoid rear axle in place of the previous spiral bevel unit. While the Series IV of late 1963 had the same drivetrain, a facelift brought 13-inch wheels in place of the previous 15-inch items, redesigned front grilles, a lower bonnet line, plus adjustment for the steering column and front seat back rests. The convertible was discontinued in June 1963.

The final flourish came in 1965 with the Rapier Series V. This sported a 91bhp five-bearing 1725cc engine capable of 95mph, and while there were no styling changes, the electrical system switched to negative earth and an alternator replaced the dynamo. The Series Rapier was succeeded by the Rapier Fastback in 1967, built on the new 'Arrow' platform.

'The sporty Rapier was a successful rally car and market trendsetter'

FIVE WAYS TO MAKE IT BETTER

1 SWITCH TO OVERDRIVE

Converting to overdrive means sourcing a complete overdrive gearbox because you can't just bolt an overdrive onto the existing 'box. It's worth the cost for the lower revs, more relaxed cruising and improved fuel economy, however.

2 FIT BETTER TYRES

Radial tyres on both the 15-inch wheel used until 1963 and the later 13-inch wheels improve roadholding, braking and the entire feel of the car – most Rapiers have these by now.

3 MAKE IT SAFER

Fitting seat belts isn't easy on a pillarless car, but it's possible and even easier on the Series IV and V because the mounting points are already there. You can buy a front-seat kit for around £100 and likely fit it yourself.

4 ADD HAZARD LIGHTS

The Rapier didn't come with hazard warning lights as standard so it's worth slotting in a conversion kit, which is readily available for less than £20. It's easy to do on a

DIY basis and should help to make your Rapier safer in the event of a breakdown or other emergency.

5 CHANGE ITS DIET

Although it costs a few pence more per litre, it's worth filling these cars up with super unleaded petrol. The Rapier runs better on this fuel and delivers sprightlier acceleration. You should get better economy, too, offsetting the higher initial cost.



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WHAT YOU NEED TO KNOW

PRICE WATCH

Concours	£17,000-22,000
Excellent	£11,000-16,000
Usable	£6000-15,000
Project	£3000-7000

Neil Lamond is the acting chairman of the Sunbeam Rapier Owners' Club. He says: 'The Series III and IIIA are the most readily available because these were bought new in the greatest numbers. The Series I and II are extremely rare, especially Series II convertibles; most of these earliest Rapiers had already been scrapped by the time the classic car movement had gained momentum.

'Series IVs and Vs occasionally come on to the market, but all convertibles are rare. Open-topped Rapiers are far more sought-after than saloons, which is why a saloon project fetches £3000-5000, whereas equivalent convertibles are worth £5000-7000; these prices can be doubled for decent examples.

'Superb saloons can fetch up to £14,000, but the best convertibles fetch anywhere between £16,000 and 22,000.'

CLUBS & SPECIALISTS

Association of Rootes Car Clubs. thearcc.co.uk
Sunbeam Rapier Owners' Club (SROC). sunbeamrapier.co.uk
Rootes Post Vintage Spares. rootesparts.com
Alpine West Midlands, Solihull. 01527 401498, sunbeam-alpine.co.uk
Ex-Pressed Steel Panels, W Yorks. 01535 632721, steelpanels.co.uk
Macs Factors, Norfolk. 01553 841252, macsfactors.co.uk
Speedy Spares, East Sussex. 01273 417889, speedyspares.co.uk

HOW MANY LEFT?

For Sunbeam Rapiers registered between 1955 and 1967 inclusive, 412 cars are recorded as taxed or on SORN.

SPECIFICATIONS

Engine	1725cc/4-cyl/OHV
Power	91bhp@5500rpm
Torque	106lb ft@3500rpm
Top speed	95mph
0-60mph	14.1sec
Fuel consumption	22-26mpg
Transmission	RWD, four-speed manual

(Specifications are for Rapier Series V)

PARTS PRICES

Cylinder head gasket set	£21.60
Clutch slave cylinder	£51
King pin set	£63.80
Windscreen rubber	£60
Front shock absorbers (Spax)	£192 (pair)
Rear shock absorbers (Spax)	£192 (pair)
Brake discs (Series III & IIIA)	£78 (pair)
Brake discs (Series IV & V)	£120 (pair)

(Prices from Speedy Spares)

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1963 Sunbeam Rapier MkIV, worth £5000. Standard quote: £80.20 or £98.20 with agreed value. Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL.

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WHY I LOVE MY SUNBEAM RAPIER

BOB MARSDEN

Bob bought his 1967 Rapier Series V four years ago. He says: 'I learned to drive in a Hillman Minx Series VI and fancied buying one as a classic in 2014. I failed to find a decent one, so went for a Rapier instead.

'I wanted the 1725cc engine and all-synchro gearbox, which only came with the Series V – the final and rarest Rapier with only 3759 made. I found one that had been restored to a high standard in the 1990s for sale online in 2016 – it was being sold by someone who bought it to modify for historic rallying, then bought a Volvo 'Amazon' instead.

'Though the Rapier was in really good condition, I still overhauled the brakes and suspension with all-new parts and now have a car that's just as good to drive as it is to look at. The chrome and two-tone paint always draw admiring glances!

'I'd say the overdrive gearbox is essential for quieter, more relaxed cruising on today's roads, making the Rapier very usable.

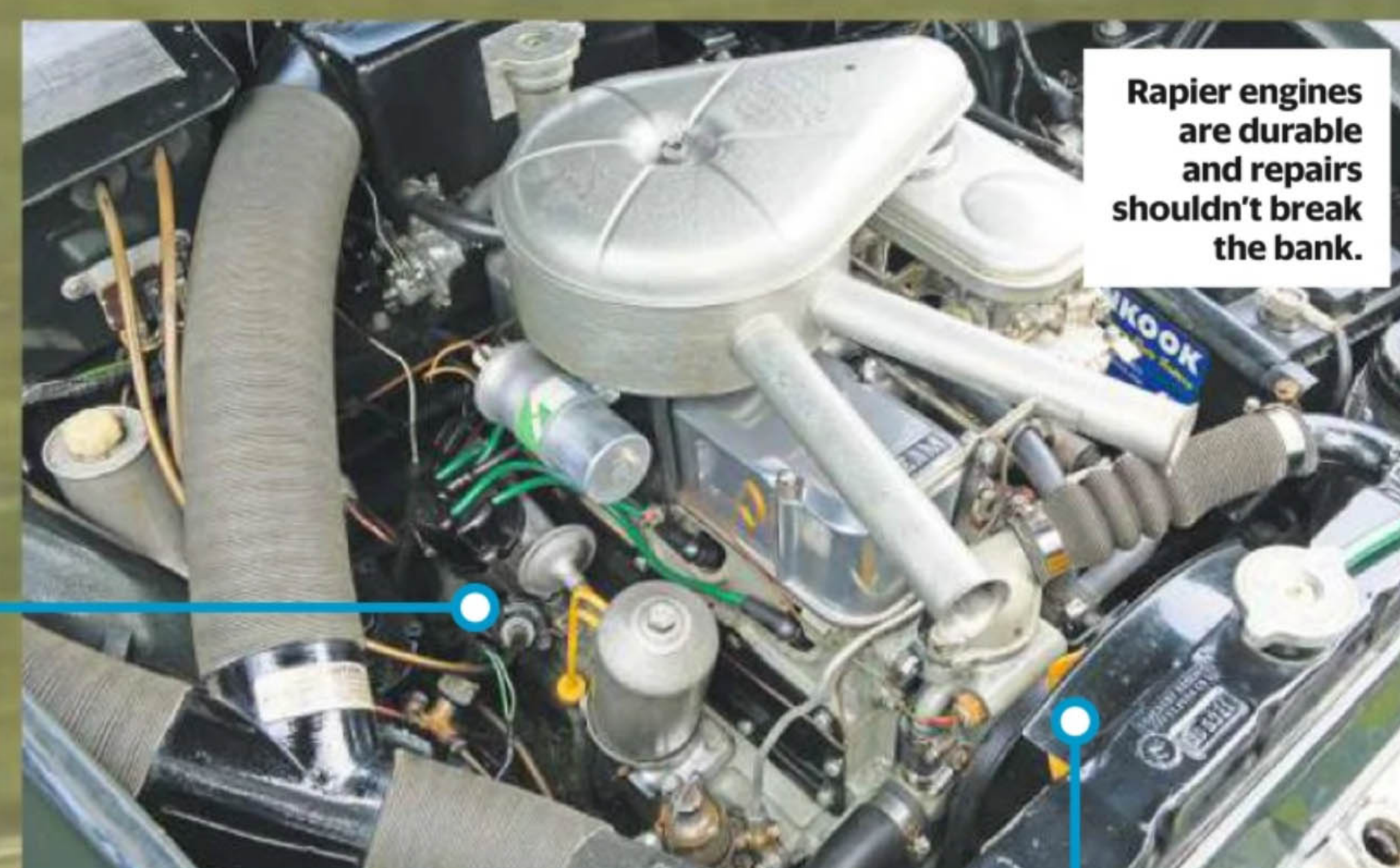
'I'm so glad that I bought my Rapier – piecing together its history with previous owners has been fun, and so has getting out in it as often as I possibly can.'

CHECK THE DOOR GAPS

Make sure that the X-shaped cruciform that strengthens a convertible's underside is intact. Fixing it is no problem, but there's a good chance that the door gaps will be very uneven if it's severely corroded. Walk away from any drophead where the door gaps rub badly when the hood is down, unless you're restoring a family heirloom. The same can apply to saloons; the lack of a B-post means that sill corrosion can have the same effect.

RATTLE CAN

Rattling from the front of the engine betrays a worn timing chain (a £20 DIY fix) and if a lot of tappet noise coming from the top of the engine could signify that the tappets are out of adjustment, but it's more likely that they – and the followers – have worn. By this stage, you're looking at a top-end rebuild, which costs around £600. The cam followers wear when their oil supply pipe gets blocked with swarf. They don't usually run dry, but the wear accelerates once the oil supply is restricted and you'll need to budget on spending £200 to replace the rocker shaft and re-bush the rockers. Haggle accordingly.



Rapier engines are durable and repairs shouldn't break the bank.

MAKE SURE THE ENGINE'S IN GOOD HEALTH

Rapier engines are tough and maintenance and rebuilds are painless. Aluminium-head engines must be kept topped up with anti-freeze to prevent corrosion; the alloy inlet manifolds' heated water jacket can also corrode. Hardened valve seats were fitted when new and from 1965, five main bearings were fitted to improve durability. Any Rapier engine will last 100,000 miles if it's looked after. Oil pressure at 30mph should be 50psi, about half that on tickover. If the revs drop when you dip the clutch, there's a worn thrust washer on the back of the crankshaft and the main bearings will have worn too, necessitating an £800-plus bottom end rebuild.



THE CCW VIEW

RICHARD DREDGE
CONTRIBUTOR

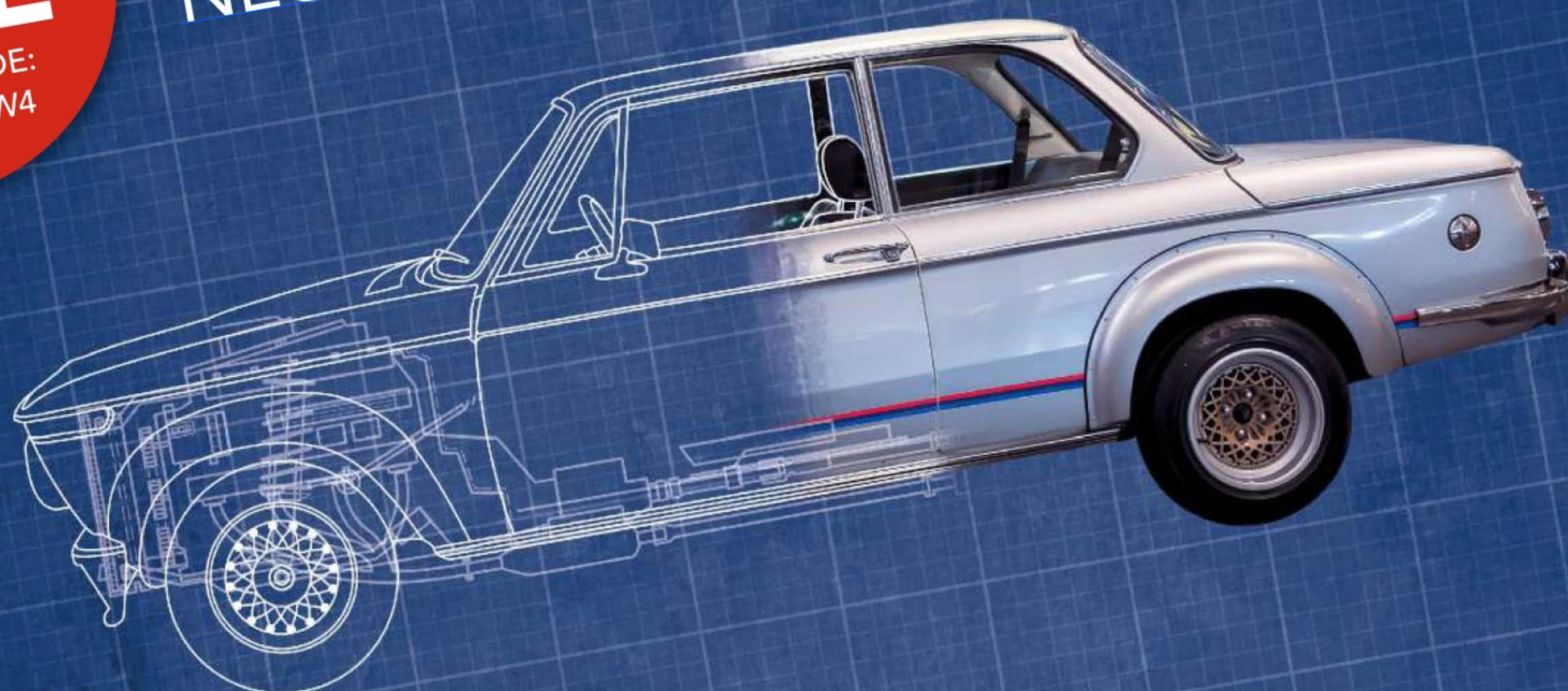
'The Rapier may not be the most high-profile classic out there, but these eminently affordable Sunbeams cut a dash and they provide reliable family-friendly transport. The convertibles are especially stylish and provide seating for four, but the fly in the ointment is that these cars don't enjoy the parts and specialist support that some more obvious classics do, although the owners' club does make Rapier ownership that much easier.

'All Rapiers are scarce, with Series Is and IIs particularly so, which is a shame because the Series I qualifies for entry in the Mille Miglia, making it one of the most affordable eligible models.

'The Rapier's robust construction and reliability allowed it to become internationally famous on the contemporary rally scene up to 1963, with works cars excelling in the hands of notable drivers including Stirling Moss, Paddy Hopkirk and Peter Harper.'

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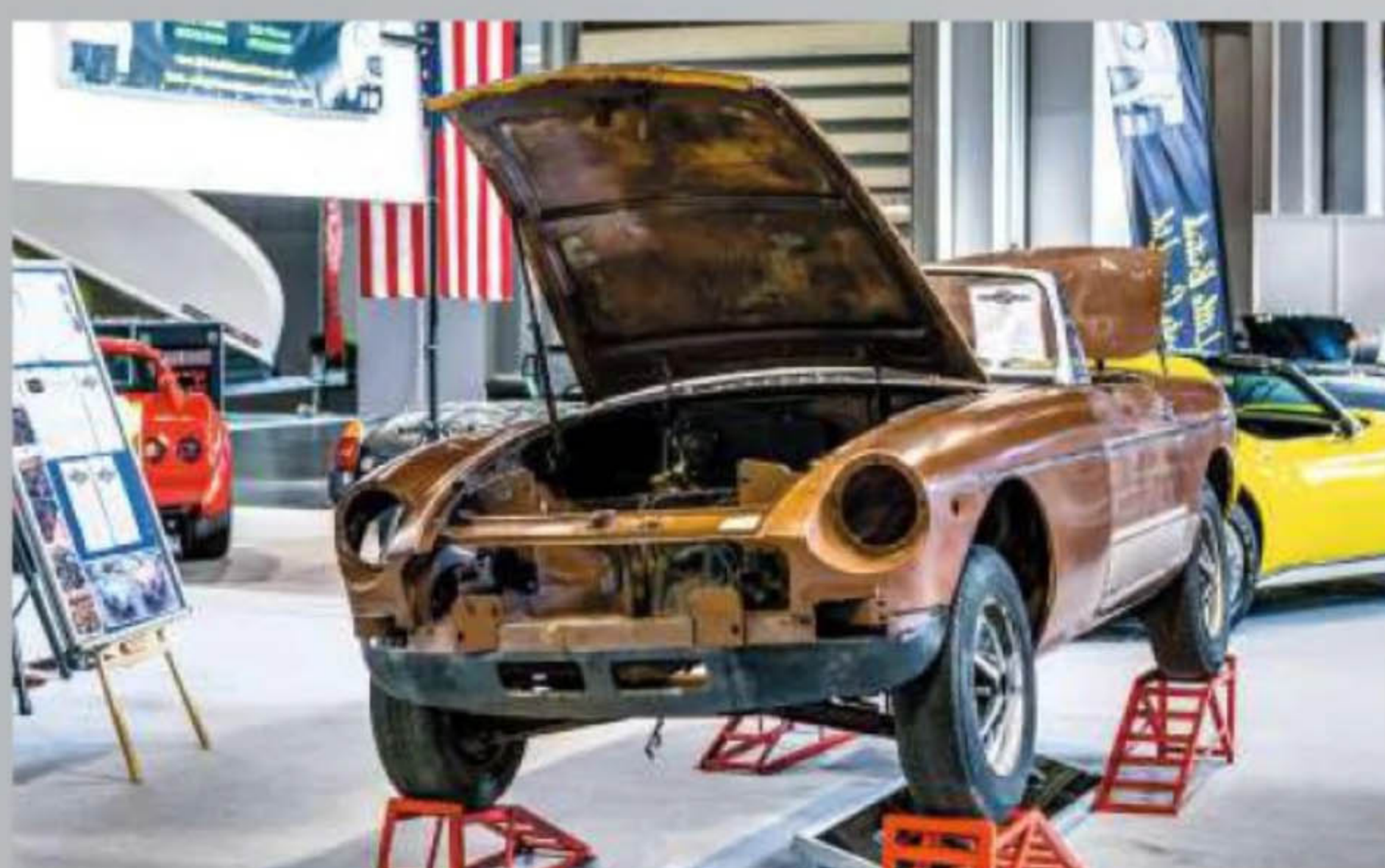
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CASH-FREE CLASSICS

(1995-2002)

BMW Z3

Terrific fun, gorgeous looks and high build quality mean that the Z3 is a sound investment that you can enjoy without losing a pile of money. Here's how to do it...

The Z3 marked an excitingly bold direction for BMW back in 1995 following the flop of the Z1.

The Z3 enjoyed far greater success and is appreciated now more than ever for its build quality and rot-resistance. Values spiked a few years ago and they're unlikely to fall away, so buying a Z3 is a good call if you're looking for a reliable modern classic that won't lose value every time you take it out of the garage.

Choose one of the six-cylinder engines (especially the post-2000 offerings) to avoid disappointment and petrolheads who aren't offended by the 'shooting brake' rear end may prefer the coupé, given how much stiffer it is than the roadster.

Owners often cherish their Z3s for many years, so there's no shortage of smart examples out there, leaving no reason to settle for a banger. A few tidy 1.9s can be found with private sellers for around £3k, but most of the better examples are on dealer forecourts, where a low-mileage 2.2, 2.8 or 3.0 is unlikely to have less than £5k in its windscreen, with the 325bhp Z3M commanding £25k or more. As ever, do plenty of research before taking the plunge – then simply enjoy the ride.

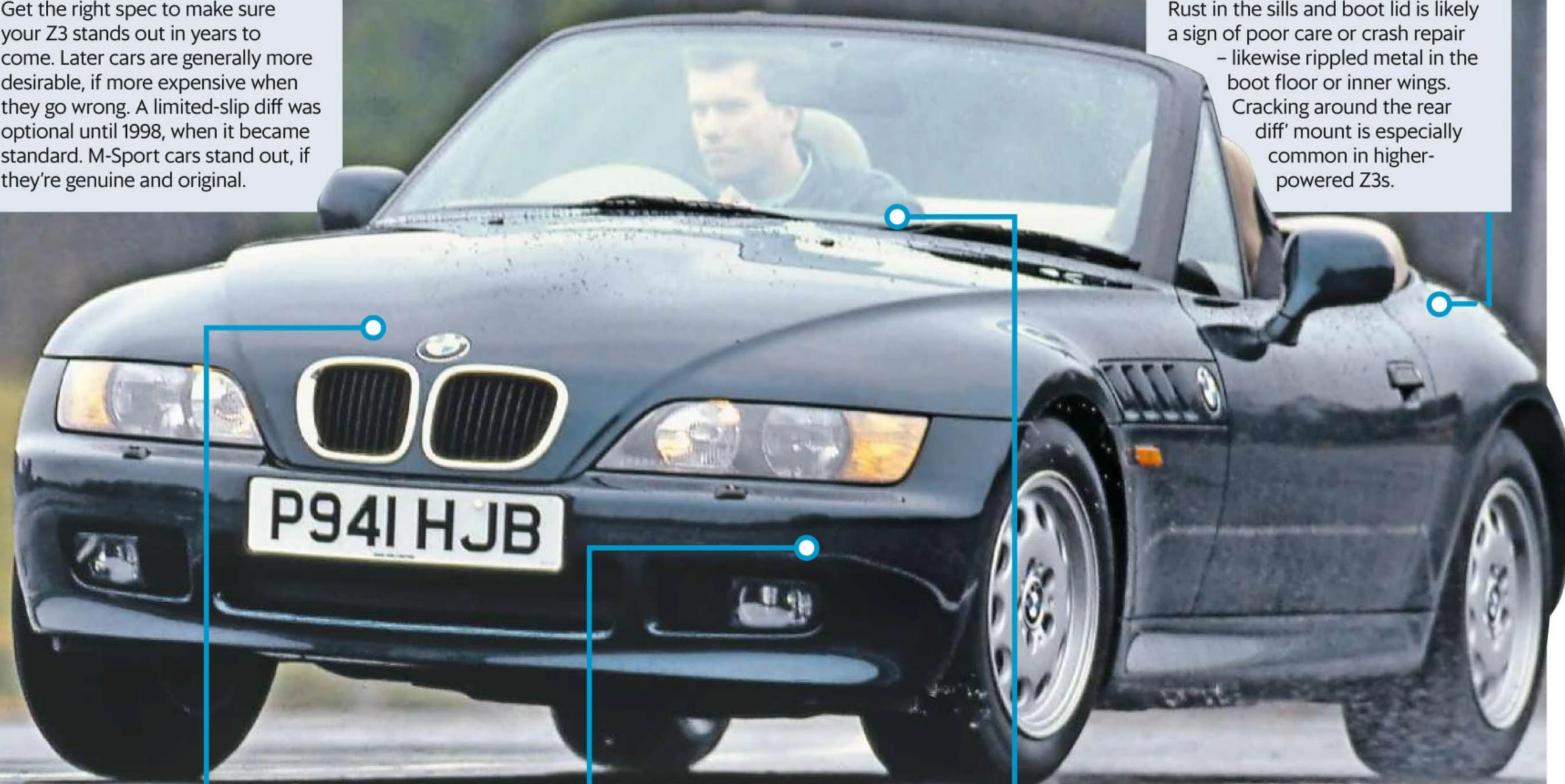
Theo Ford-Sagers

THE SPEC MATTERS

Get the right spec to make sure your Z3 stands out in years to come. Later cars are generally more desirable, if more expensive when they go wrong. A limited-slip diff was optional until 1998, when it became standard. M-Sport cars stand out, if they're genuine and original.

BEWARE OF CRASH DAMAGE

Rust in the sills and boot lid is likely a sign of poor care or crash repair – likewise rippled metal in the boot floor or inner wings. Cracking around the rear diff' mount is especially common in higher-powered Z3s.



WHICH ENGINE DOES IT HAVE?

Choose between 8v and 16v four-pots, and aluminium-block 24v sixes in capacities ranging from 2.0 to 3.2 litres, but watch out for VANOS problems (mainly on post-2000 cars, especially Z3Ms) indicated by lumpy running. Some six-pots can also suffer a melted plastic water pump.

CHECK THE GEARBOX

Neither the auto nor the manual gearboxes have any particular weaknesses, but check for jumping out of gear on the over-run. Replacing a worn, rattly dual-mass flywheel is expensive; OEMs are around £500, genuine ones even more. Failing rear damper mounts rattle, too.

HAS THE ROOF LEAKED?

Limit your search to low-milers with very neat cabins. Replacement parts are plentiful, so keeping an interior fresh is usually simple. Water ingress from tired roadster hoods is rare, but will cause havoc. Beware faulty electric seats and dodgy aftermarket accessories.

WHAT TO PAY
£3500-8000

Z3 FOR SALE TESTED
CHASING CARS, PAGE 51

ENGINE 1991cc/6-cyl/DOHC **POWER** 148bhp@5900rpm **TORQUE** 140lb ft@3500rpm **MAXIMUM SPEED** 130mph **0-60MPH** 8.9sec **FUEL CONSUMPTION** 20-32mpg **GEARBOX** RWD, 5-spd man/4-spd auto

THREE WE'VE SEEN THIS WEEK



1999 BMW Z3 2.8 £5295 ONO

This 83k-mile Z3 has enjoyed professional dent removal and wheel refurbishment and comes fitted with a desirable factory hard-top. Looks pretty (great colour) and everything appears to work.

BUY IT FROM Private seller, 07917 117520, classiccarsforsale.co.uk



2000 BMW Z3 1.9 £5999

This 54k-mile example may not be the fastest Z3 out there, but it has full main dealer service history and had one owner for 14 years (two owners in total). The beige leather looks in lovely condition, too.

BUY IT FROM Baynards Motor Company, 01483 278423, baynards.com



2001 Z3 2.2 M-SPORT £6980

This 95k-mile Hell Red M-Sport comes with a factory hard-top, full service history, plenty of M-Sport badging and modern gizmos such as DSC. It should continue to attract enthusiast interest for years to come.

BUY IT FROM Hallmark Cars, hallmark-cars.co.uk, 01234 677817

WHAT WE RECKON



DAVID SIMISTER EDITOR

'My next-door neighbour's got one of these and not once has he asked for a swap with my MX-5. It isn't hard to see why – the Z3 is great fun to drive, beautifully built, and they're as cheap to buy now as they'll ever be. The boat has definitely sailed on the M-powered versions, but I reckon there's a lot of sense in picking up the 2.8-litre version, with its silky smooth straight six. That's the one I'd go for.'

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James Hunter's Suzuki Vitara JLX SE



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£29,500, Tax exempt 3.9 V8 5 speed discs all round LSD full weather equipment owned 22 years, sale due to ill health, please call 01803 551383, Devon

ALFA ROMEO

GTV



2002, 112295 miles, £1950, GTV number plate and teledials, mileage will rise slightly as the car is used regularly, owned this car since May 2015, invoices, MoT is until 27th April. 07720 020247, Catshill

GTV



2001, 127500 miles, £1250, MoT, service history, drives well, engine is perky, gearbox is precise, steering is eager, 3 keys, spare wheel present, all dials and warning lights work. 07876 232135, Oxford

164 LUSSO AUTO



1991, 89,564 miles, £6,750, ovno, Rare V6. MoT Oct 2020. Elect. sunroof, windows, seats. AirCon, Radio-CD. Power steering, alloy wheels, central locking, Metal paint, spare wheel, alarm. Auto. Petrol 01474 560600, 01474 560600, Kent

146



1995, 102,000 miles, £1,695, ono, 1.6 boxer engine, 10 months MoT with no advisories, very good condition, never welded, drives great, everything works as it should 07718 302896, Devon

164 2.0 TWIN SPARK



1995, 85,000 miles, £3,295, Manual car with 2 previous owners, FSH. Black, black leather, sunroof, alloys central locking, etc. In fantastic condition, MoT Sept 2020. A very rare car and everything works. 07801 077017, Nr Banbury

331.5 TI VELOCE SDR



1998, £4,999, 48000 miles, with original service books, factory fitted zander body kit, nice alloys, e/c windows, central locking, also has original Alfa radio cassette 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

ASTON MARTIN

DB7 VANTAGE



£33,950, Finished in the desirable colour combination of Malvern Silver with parchment over charcoal trim, this Vantage has covered just 52000 miles with three previous owners and with full service history 01993 849610, Great Horwood (T) www.oselli.com

DB9 VOLANTE



2009, 23,000 miles, £37,950, 2 owners from new, perfect main dealer service history, titanium silver with chancellor red leather and hood, many extras, showroom condition, private sale 07711 618175, West Yorkshire

DBS SIX CYLINDER



1968, £175,000, Finished in Burgundy with new tan interior the car is presented in very good order and mechanically first class condition with engine rebuilt some 7000 miles ago 01993 849610, Great Horwood (T) www.oselli.com

V8 LHD



1980, 9,250 miles, £170,000, 5.3ltr, 23rd produced out of 650, European chrome bumpers and rear panel spec car, very original condition, little history, fully serviced & MoT tested, suto, black leather interior 01993 849610, Great Horwood (T) www.oselli.com

V8 SERIES 3



1974, 97,500 miles, £120,000, 5spd manual gbox, quad over-head cam V8, stunning, all matching numbers, restored cream leather interior, superbly maintained throughout ownership. Bodywork, paint and mechanicals great condition 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

VANTAGE V600



1998, 28,000 miles, Royal blue metallic with parchment piped blue leather and dark blue carpets 01993 849610, Great Horwood (T) www.oselli.com

AUDI

100



1986, 139808 miles, £2700, Very rare with Kamei x1 tuning, garaged for 5 years, very good technical condition, driven from Lithuania to UK without any issues. 07448 022174, Wolverhampton

AUSTIN

MINI



1983, 53,847 miles, £4,250, ono, Austin Mini City E 1983. Overall in good condition. Always serviced. Very useable and roadworthy. No advisories. Viewing recommended. 07580521253 jack. 07580 521253, Matlock

MINI



1989, 63,000 miles, £6,995, ovno, Beautiful Mini Mayfair restored in 2019 after over 6 years off the road. MoT June 2020. Many new parts fitted including cooper steel wheels, brake disc conversion on front, Invoices for £1000's spent. 07715 499961, Oxfordshire

MINI 30TH ANNIVERSARY



1989, 50,000 miles, £4,995, Open to offers, Genuine car has been welded current mot refurbished alloys original half leather trim solid example has had lots of refurbishment receipts and lots of previous MoTs, starts and drives no faults 07811 210990, 01772 467979, Lancashire

PRINCESS



1979, 74000 miles, £4500, Current owner since 1985, restored in the mid-90s and recently fully recommissioned, high spec model, current MoT runs until May 2020. 07887 548830, Pulborough

7 SEVEN



1937, 28,000 miles, £3,750, or best offer, Mk2, sound and running. Needs recommissioning. Interior needs tidying. Original registration included. Delivery possible. Cheap 7 and a nice winter project. 07989 321409, Cornwall

A35



1957, £1750, Very sound body, 2 door, new complete clutch, exhaust, master cylinder and braking system, new alternator conversion, new headlining. 01934 751216, Bleadon

10



1933, £6000, New carpets, battery, fuel pump, tyres, reconditioned starter motor, fuel tank carburettor and fuel lines cleaned, lights, horn, brakes all work. 01303 894240, Old Hawkinge

MINI



1989, 86500 miles, £4000, Modified, real carbon, electronic ignition, very large history and receipts file, lots of money spent, uprated and improved in almost every way, structurally solid. 079233 41619, Dunbar

MINI



1991, 77200 miles, £5495, Fully rebuilt & resprayed 3 years ago, all standard & not modified, alloy wheels, very good condition, no rust or bubbles, always garaged when not in use. 07526149555, Fulwood,



1937, 2284 miles, £17950, Superb, in excellent condition, craftsman built some years ago to the very highest of standards, photographic record in comprehensive history file. 07585 152129, Melbourne



1993, 22845 miles, £1750, 5 door, excellent condition, no rust, new cam belt and water pump fitted recently, MoT Aug 20, please call for more information. 07711 991247, Poole



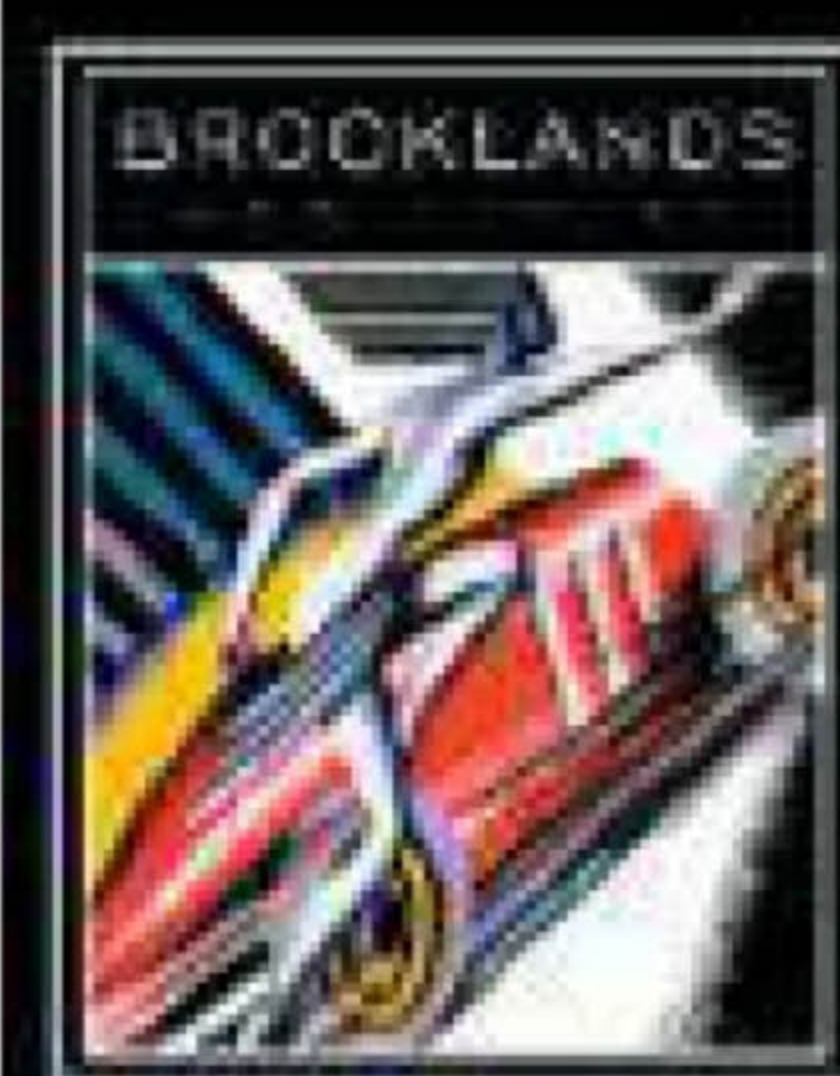
1932, £9,995, Chassis number G1782, in blue/black, dark leather trim, 4 speed, manual, restored over a number of years, four doors, one former keeper 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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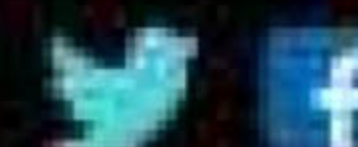
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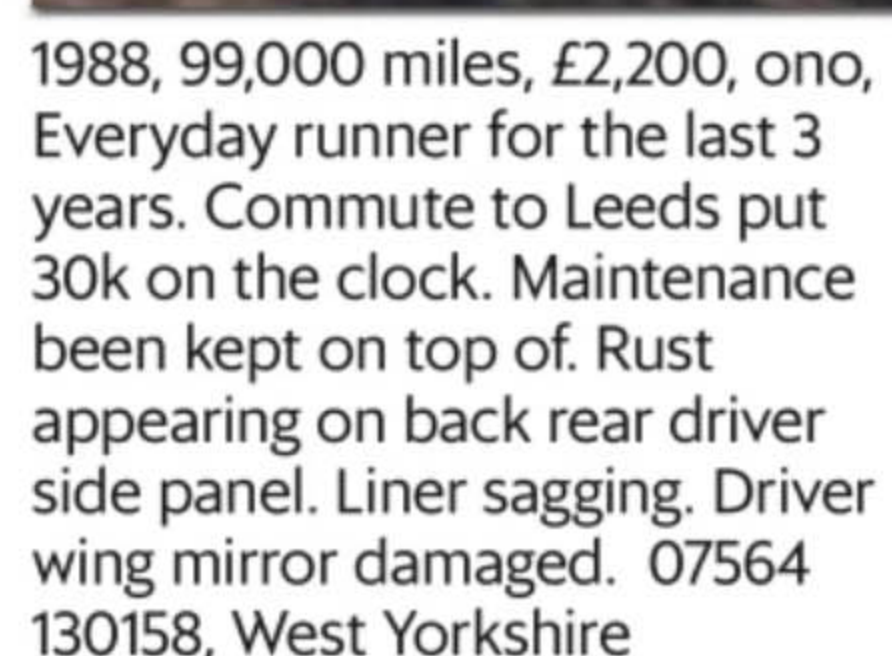
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1959, 95,000 miles, £45,000, ono. Owned for 8 yrs. substantially rebuilt early 90s, still very nice, done much European touring, excellent weather equipment, wires and good working overdrive, ready to drive without any further work. 07931 357630. West Yorkshire

1963, £75,000, Colorado red, nut and bolt restoration, 6 months plus, please call Paul if seriously interested 07593 438955, Surrey

1964, £69,500, ono, Manual/
od, concourse, just completed,
unleaded, new iris blue leather
interior + mohair hood + more,
walnut dash, low owners,
matching numbers, photographic
history, rust proof, superb, trial
welcome 07840 400569, Bristol

1965, 82000 miles, £37500, Very original car, never restored, original interior, hood and possibly paintwork, rust free with superb body, heritage certificate, matching numbers, new MoT. 079733 79057, Lechlade

1959, 99999 miles, £15000, 4 seater, in complete and suitable condition for full restoration, comes with factory certificate, matching numbers, almost complete with all original parts. +393 475407503. London

1991, 90,400 miles, £5,000, Open to offers, full service history, in good condition (MoT). Remote central locking, air conditioning, power steering, automatic. Beige leather inside, radio. Same owner/driver for over 20 years, leave voicemail 07890 153691, 0207 6242379, London

1934, £72,500, An attractive and stylish car in fine condition, tastefully finished in very deep green, handsome design, swage lines, quarter bumpers, large sunroof 01248 602649, Gwynedd (T) www.realcar.co.uk

1937, £69,500, A smart and sound example, very good all-round condition and benefiting from a great deal of attention by the last owner, in the 1990s, was re-painted and fully re-upholstered, remaining very smart 01248 602649, Glynnedd (T) www.realcar.co.uk

1996, 56,000 miles, £53,950, Magnolia hide piped French Navy, full service history, the most popular colour combination, dark blue mohair hood, extras inc Bentley logos in the door caps, burr walnut inlay panels to both doors. 01737 844999, Surrey (T) www.rsandc.co.uk

1985, 103,000 miles, £2,500, ono,
Grey in colour, runner, on SORN,
MoT last expired 27/08/2020,
recent new carpers, interior
refurbish, new brakes, good
project car, more information
on request 07585 355024, 01659
74698. South Lanarkshire

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S2 FOUR DOOR SPORTS SALOON



1962, The car is finished in its original colour scheme of Shell grey and Dawn blue, complimented by good chrome work. The interior is attractive, with refurbished blue/grey leather and new carpets 01248 602649, Glynedd (T) www.realcar.co.uk

TURBO RL



1997, 47,000 miles, £21,500, This Turbo LWB is in excellent condition both Cosmetically and mechanically Diamond Blue Silver with Contrasting Cotswold hide piped Magnolia 01737 844999, Surrey (T) www.rsande.co.uk

CONTINENTAL GT 6.0 W12



2004, 80,000 miles, £19,999, 2 door auto, power steering, electric windows, remote central locking, alloy wheels, abs brakes, stereo and CD player, heated seats 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CONTINENTAL T 420 BHP



1998, 28,000 miles, £104,950, This Continental T has a very low mileage and a full service history it is in excellent condition, finished in Silver Pearl with light Grey hide and contrasting Slate piping, 01737 844999, Surrey (T) www.rsande.co.uk

ARNAGE



2000, 22000 miles, £25995, X reg, serviced by Broughtons, 2 keepers, full leather, sat nav, electric seats, lambswool carpet and footstools, it's like new as it's been dry stored. 07710 090225, Weston-super-Mare

CONTINENTAL GT



2005, 6100 miles, £39995, 1 owner from new, maintained regardless of cost, full 15 Bentley main dealer service stamps in it's history book, extensive file, everything works perfectly. 07971 736412, Newcastle upon Tyne

BMW

318I AUTO TOURER



1993, 117,000 miles, £3,750, ono, Laguna green, tinted rear windows, MoT till Nov.2020. Good condition, drives well, only 2 previous owners been well maintained and looked after during my 12 year ownership. Reluctant sale 07779 374217, Holland on sea

318 SALOON

2000, 10,000 miles, £3,500, ono, White, manual, very good immaculate condition, 11 months MoT, no rust 01453 547816, Gloucestershire

E3 E46 330 CD SPORT CONVERTIBLE



£3,999, 6 speed gearbox, black power hood which is in good condition. The interior features full leather sports seats and drivers memory sport seat plus electric passenger seat 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

E46 328 SE TOURING AUTO



2000, 124,000 miles, £21,150, Rare Fern green metallic colour Cream leather Refurbished alloys Auto box oil & filter changed lovely car in good condition MoT April 2020, service history 01453 885431, 07802 679960, Gloucestershire

ALPINA B9



1985, 61500 miles, £40000, Very rare, rust free, superb condition, very high spec, been imported from Japan in 2019, i'm the first owner in UK, mechanically perfect, no faults at all. 07397 070807, Nuneaton

520 E34



1991, 26,000 miles, £6,000, This car has come in from Japan and is just superb 07879 498715, Berkshire

ALPINA



2002, 107600 miles, £13995, Comprehensive history, full restoration carried out by myself, recent service carried out, number plate not included. 07970 034891, Leicester

6 SERIES



1985, 114571 miles, £2500, Good engine and body, I've had the car for 10 years, needs nearside suspension strut 07949 022172, Northolt

3 SERIES



1990, 80000 miles, £4375, Well maintained, huge history file, 30 year old car so not perfect, price includes spare drivers door (non rusty unlike on car-see photo), better than average. 07719 865850, Sible Hedingham

323



1998, 109466 miles, £2800, Modern Classic, rare Saffron Yellow interior, lovingly kept in our family, beautiful to drive and maintain, FSH with regular services, 12 months MoT. 07974 349145, London

3 SERIES



1999, 63000 miles, £1500, Full service history, 2 owner, immaculate condition, sadly a non starter, Stone Grey leather interior, SORN, log book, paperwork, 2 keys etc. 07956 989815, London

BRISTOL

411 AUTO



1972, £69,500, Nice example, recent total engine and g/ box rebuild with complete restoration of body & interior, major service, brake overhaul, extensive bills/history, dark red leather interior, rare, appreciating 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

406



1961, 66,000 miles, £49,995, 1 of only 175 built. A stunning car. Hand built, largely in aluminium, finished in deep maroon with grey leather interior. Comprehensive service history. Had a fortune spent on it over the years 07794 477785, Bath (T) www.fenderbroad.com

BUGATTI

TYPE 35



1966, 70,000 miles, £24,995, Bugatti evocation built by Mike king racing. All alloy body and wings. Triumph 2.5 straight six, 4 speed. side exhaust. Correct historic registration. Value for money. 07944 269635, Lancashire

CADILLAC

DE VILLE



1959, 53500 miles, £29995, Sharp looking car, totally rust free car, had a repaint in the last 7 years and is looking very nice, starts first time and drives very smooth, everything works. 07535 271800, Wickford

DE VILLE



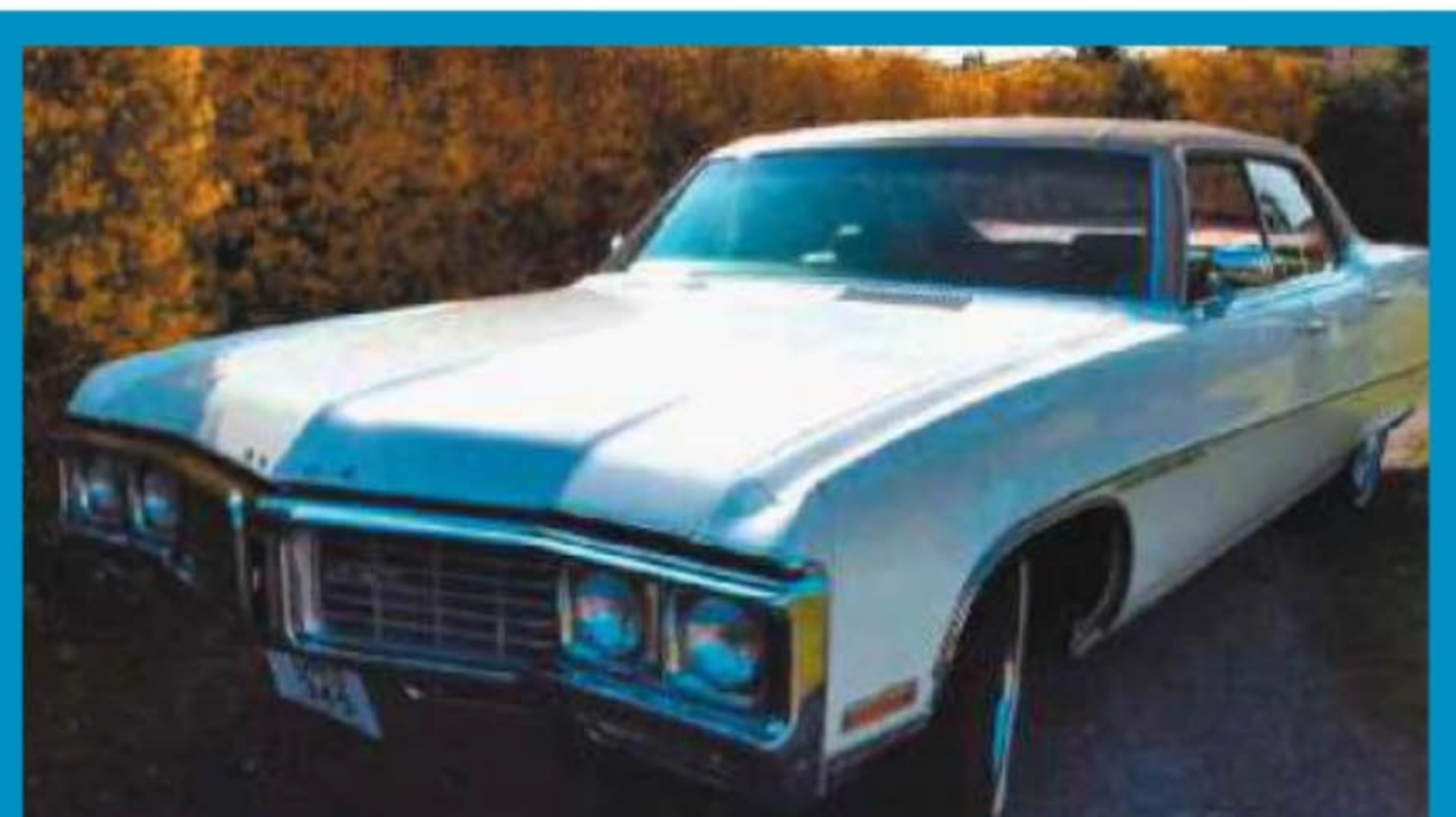
1959, 55500 miles, £44995, Absolutely beautiful condition, lived most of its life in California, all numbers matching car, totally rust free, new fuel tank 2 years ago, flooring is all original. 07517 990245, Wickford

CHEVROLET

CHEVELLE



1970, 59652 miles, £39998, Fully Restored in 2016, sand blasted frame, complete engine rebuild, coach painted Black metallic, complete new electrics throughout. 0034 609418866, Estepona



1970 BUICK ELECTRA
MILEAGE 71,663 PRICE £18,000
TEL 01744 23200 (LANCS)

White, automatic, showroom condition, original condition, 1 owner in America Colorado, dry state so not rust at all, all new tyres, only used for shows, needs nothing, brilliant car. (SC 2880)

CAMARO



1973, 500 miles, £42995, 4 speed, fully restored underside as good as body, brand new Stroker 383 engine, show condition, would take classic in part exchange, less than 500 miles. 07788 526569

CHRYSLER

3000C 5.7 V8 4 DOOR AUTO



2005, 74,412 miles, £7,999, Automatic, power steering, electric sunroof, remote central locking, comes with 2 keys, cruise control, heated seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CITROËN

D SPECIAL



1971, 56,000 miles, £7,000, ono, MoT and tax exempt. Needs some TLC to body and seat covers to finish off. Consider exchange for Hillman Minx, Humber Septre, singer gazelle 07970 851382, Essex

2CV



1988, 41800 miles, £5600, Paris built Dolly, one owner for over 30 years, it has a galvanised chassis and is in near original condition, always garaged, has FSH and an MoT. 01308 862480, Beaminstor

COMMER

DELIVERY EXPRESS VAN



1955, £12,995, In green with red leather, 31000 miles from new, excellent condition 01202 709407, Dorset (T) www.panoramabay.co.uk

DAIMLER

X140



1994, 116,500 miles, £1,600, ono, petrol, 4.0, auto sea frost. MoT Oct 2020 never been welded, needs a bit of TLC, not using car enough, owned car 13 years 07768 369619, 07836 295923, Lincoln

SOVEREIGN

1968, 90000 miles, £9500, Much work carried out over the years, some service history, new set of tyres, ideal for someone to make into a pristine motor, please call for more information. 07834 126647, Clitheroe

SOVEREIGN



1986, 69475 miles, £7900, Dream car of my dad's, he bought in the UK, currently on Dutch licence plates, predominantly used on sunny days, stored in his garage in the Netherlands. 00316 52596077, Voorburg

DATSUN

280ZX MANUAL TARGA TOP

1982, 89,000 miles, £5,750, ono, Datsun 280ZX Targa Top Manual white with Red Velour Interior 89000 miles 12 months mot lovely car all original 07927 393427, Sandhurst

120Y

1978, 68000 miles, £5995, Incredibly rare, only 6 known to be on the UK roads, very clean interior, waxoiled everywhere to make sure it stays rust free, many spares with the car. 07783514414, Great Glen

DODGE

VIPER



1992, 9000 miles, £45995, 1 previous Spanish owner, with less than 9000 miles, all previous Spanish MoTs and service documents, handbooks etc, more pics and info on request. 07788 526569

DODGE DURANT

6-60 SEDAN



1927, 5,800 miles, £10,000, or best offer, 1hd American, fully restored 2l pinto engine, fitted cable brakes, tax/MoT exempt, garaged, starts/drives fine, suitable for business events/weddings, viewings in Harlow, could deliver anywhere in UK, 07866 659677, Essex

FERRARI

246 DINO SPIDER



1974, 13,598 miles, £320,000, A stunning example, RHD, second owner for the last 43 years, original and unrestored, excellent full service history in file. 01534 864073, www.leriche.com, Jersey (T)

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F50



1997, LHD, 5,591 miles only, one owner from new, complete with its original stamped service book 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

REPLICA 250



1973, 103000 miles, £69000, Recreation replica, one of the best looking, the work has been done to a very high standard, correct lights all round, MoT and tax exempt. 07958 481459, Croydon

FIAT

BARCETTA



1997, 60,000 miles, £4,250, ono, 1.8 16v, silver, red roof, red Chesterfield leather, timing belt, idler pulley, water pump and coolant changed at 96013 by DTR Sports also more receipts, spare keys, handbooks and Brochures 07796 272347, 01993 882206, Oxfordshire

500



1972, 41,126 miles, £12,950, It's a pleasurable car to drive, with the later 650cc, Fiat 126 engine and synco-mesh gearbox, black leather interior 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

X/19 GROUP 4 RALLY COUPE



1974, £15,000, 4spd manual gbox, 1.3ltr, race ready interior, professionally maintained, preparing for UK registration, flared wheel arches, rally spotlights, roll cage, handles superbly well, responsive throttle, 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

GIARDINIERA



1971, 72000 miles, £8500, New MoT, owned since 2004, lovely condition, featured in Dave Randles book, driven to Turin for the launch of the new Fiat 500, lots of spare parts. 07921 402331, Thornbury

FORD

CAPRI MK2 1300



1975, £5,500, ono, 1300 crossflow, in red, tan interior, very sound rust free, original strut tops never plated, car has been in dry storage since 1991, ring for details 01934 751216, 01934 751216, Somerset

PUMA



2000, 42,826 miles, £1,995, Appreciating modern classic, rust-free body, serviced by Ford specialist mechanic for many years, dry stored previously, super reliable, next mot due 04/07/2020, first to see will buy, 07519 595684, Essex

THUNDERBIRD

1956, £15,000, ono, Hard top unfinished project good engine and body work plenty of new spares selling due to illness but does need some one to finish off project but could be interested in 64/66 Mustang or British bike 01934 642383, Somerset

ESCORT



1990, 108,000 miles, £4,250, Police car. Ex West Yorkshire. Former museum exhibit been in the dry last 10 years. Just recommissioned. MoT Oct 2020. 1.3litre. Working blue lights. Police radio included. 07508 435269, Colchester

F1



1949, 92,000 miles, £12,500, Flathead V8, 4 on the floor, orange with Harley logos on each door, 12v conversion, rebuilt rad, new bed, hundreds spent, has rust in the usual places. Great fun to drive, contact for more pics. 07747 118031, East Sussex

CAPRI 2.8 AUTO

1979, 8,000 miles, £2,795, White, bobcat pickup factory build. New brakes, Recaro seats white black roof. Chrome bull bar, wide wheels, very solid, condition very good, fun. Please call 07598 521654, Cardiff

ESCORT



1996, 77,000 miles, £1,290, 5-door. Dark cherry. One owner from new, power steering, electric windows, central locking, drives well. Very clean car. Hpi clear. New MoT, service book and all documents present. Drive away. 023 80462390, 07720 965755, Southampton

ESCORT RS2000 MK6

1996, £4,500, ono, White, 17 alloys, lowered suspension, mongoose exhaust, new tyres, new brakes, loads of history, MoT August 2020, garaged last 4 years 01685 375253, Wales

F100 LTI V8 PICKUP



1964, 32,000 miles, £18,995, Custom built with Chevy LT1 5.7 V8 fuel injection, Finished in an amazing custom Patina satin lacquered paint finish, New wheels with chrome trims and hubcaps, New wide tyres 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

GPW JEEP



1943, £7,500, Runs and drives ok but needs restoration, this is just one of the many world war 2 vehicles we have in stock at AMD Four Wheel Drive Ltd. Please phone. 01530 230023, AMD Four Wheel Drive, Leics (T)

PILOT V8



1950, 45,000 miles, £13,000, ono, Very original car, never welded, no rust, lovely interior, waxoiled, oil filter upgrade, quiet engine, tyres as new, drives well, owned 8 years, retirement sale 01535 644493, 07977 565239, west Yorkshire

SIERRA 3 DOOR



1983, £26,000, Ford development vehicle, copy of Australine race car, 2.0 LT 5 speed, 205 engine, owned 20 years, 3rd owner, old MoT documents, garaged, on SORN last 2 years. 01702 511707, Essex

ZODIAC MK3



1963, Granada engine V6, long paper history, over £4000 spent, custom made s/steel exhaust & propshaft, MoT & tax exempt, full service, spares included, drives superb, serious enquiries only 07743 344618, Dorset

CAPRI

1973, 89000 miles, £18000, Two careful owners, always garaged and cherished, I have owned it for 26 years, solid bodywork, no issues with rust as been sealed, good paintwork. 07846572693, Harpenden,

PILOT

1950, 64500 miles, £6000, Now in pieces, the local garage having stripped it down for a respray, gone into receivership, probably worth £11,000 to £16,000 when complete, bargain. 07939 030466, Castle Donington

MUSTANG



1968, 40000 miles, £20000, The car is in good condition, currently use it as my daily driver, however i am leaving the country so looking to sell, please call for more information. 07456 318528, London

ESCORT



1988, 68000 miles, £10000, 80 spec, owned since 2009, done around 4,000 miles in that time, cambelt & steering rack replaced, QuickSilver stainless exhaust. 07814 176347, Ilminster

ESCORT



1986, 84400 miles, £1450, Car is sound, runs and drives well, ready for daily use, been serviced regularly over the years, all totally original, no known mechanical faults. 07745 813879, Grantham

CAPRI



1986, 135000 miles, £3800, Good condition but needs some TLC, MoT runs out on 20/1/2020, new clutch, new rear bumper, new steering rack and steering coupling. 07714 227129, Kinross

FIESTA



1986, 49800 miles, £3250, Original beauty, in superb unmolested condition, in my ownership since 2013, MoT in September which passed with no advisories, no dents or rust, runs/drives. 0161 7488186, Urmston

ESCORT



1983, 130500 miles, £15999, HPI clear, matching numbers, original RS1600i shell, MoT July 2020, rare, stacks and stacks of history, owned it for over 2.5 years. 07946 330680, Walsall

PILOT

1950, 69000 miles, £6000, Vehicle was in sound condition but went in for re-spray, Garage dismantled it un-necessarily then went into receivership, hence price. 07939030466, Castle Donington

CAPRI



1983, 100000 miles, £19950, Stunning inside & out, 200 bhp, performance s/s exhaust, deep dish Revolution alloys, no cracks in dashboard, MoT May. 07307 659357, Sheffield

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james@ibuyanyclassic.co.uk

ESCORT



1996, 77000 miles, £1400, One owner from new, always garaged, nice condition, PAS, service history, drives well, clean car. 02380 462390, Southampton

CAPRI



1985, 67000 miles, £21995, FSH, full MoT, no advisories, full documentation, rustproofed from new, 15" RS alloys, a lovely, honest car. 07721 690681, Liverpool

ESCORT



1989, 57000 miles, £10000, 1600i convertible with rattle snake body kit. Rare model with low mileage. Has had a major overhaul. Sold with full service & new MoT. 07709 255550, Thatcham

ESCORT



1982, 80500 miles, £20000, Beautiful example, early, very rare, been loved by its recent owners, recently had a full engine rebuild, MoT until 02 October 2020, bodywork/ paintwork exceptional. 07483 267015, Rayleigh

SIERRA



1984, 93000 miles, £1950, Been in shed 14 years, well worth fixing for road, all original even metal number plates, I've owned car for 24 years, needs welding, windscreen cracked. 07775 633064, Carnoustie

PUMA



2000, 42826 miles, £1995, Own this up and coming appreciating modern classic, super clean interior, has been dry stored previously, body in excellent condition for age, no rust. 07785 936180, Canvey Island

ESCORT



1979, 50000 miles, £7500, Unfinished project, many new parts, owned for last 13 years, totally stripped down to the shell to make into a track/road car, in my garage 2 years. 07885 489168, Peterborough

CORTINA



1981, 27000 miles, £4500, Mark 5, mint condition, no work done to the car, please call for more information. 07871 698175, South Shields

HONDA

LEGEND 3.5 V6



2000, 57,000 miles, £3,450, Monterey Blue/Ivory leather. Alarm. A/c. Cruise. Elec sunroof, windows, heated seats, mirrors. 6 CD/cass. 8 speakers. MoT August. Ex. cond. Fsh. Demo+1 previous owner. Becoming rare now. 07973 182385, Buckinghamshire

PRELUDE



1990, 85670 miles, £4500, I have owned almost 5 years, lots of history, wants for nothing, always been garaged, in excellent condition throughout, looks fantastic. 07863 179535, Edinburgh

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HUMBER

PULLMAN MK 2



1949, Call for price(s), 1949, partly completed restoration project. Engine and gearbox rebuilt, all bodywork panels present with necessary mechanical parts to finish the job. Interior requires work. 01304 822409, 07712 161657, Dover

HAWK



1961, 97,000 miles, £3,500, ovno, Part restored, serviced & maintained. Manual, 4 speed with overdrive. New callipers, discs, shoes, tyres, break servo, water pump, radiator, sender electrics, o/s sill & wing, battery, perfect engine 07743 344618, Dorset

HYUNDAI

COUPE 2.7CC

2002, £1,995, Silver, manual, full MoT, high spec includes sun roof, traction control, air con, 6 speed gearbox. 01692 500988, Norfolk

ISUZU

TROOPER



1991, 128600 miles, £4950, Rear/ four/low ratio drive, serviced, improved, I was hoping this was going to be my forever car but left leg demands auto, extensive resto in 2016. 07845 961178, Midhurst

JAGUAR

XIS CONVERTIBLE



1989, 52,000 miles, £13,495, ovno, Rust-free low miles V12 convertible XJS, rare near perfect condition. Paintwork exceptional, no body issues all runs beautifully. Exported Singapore reimported 1999 by XJS specialist. Well maintained. 07899 792319, 07899 792319, south west

E TYPE S3 V12



1973, 67,851 miles, £49,995, Original Right hand drive, original registration number, original steel wheels, recent engine re-build means this is super smooth running V12, Beautiful condition, Drives superb, must be seen 01992 827157, 07711 630348, Essex



1995 JAGUAR X300
MILEAGE 136,425 PRICE £980 ONOTEL 01543 492170 (STAFFS)

Sapphire Blue, automatic, MoT until June 2020, in present ownership for 14 years, but now rarely used, hence reason for sale, fitted tow bar and electrics, alloy wheels, including spare, additional steel space saver spare. (SC 2879)

E TYPE V12



1973, £135,500, Headrests, tinted glass, stereo, overmats, manual transmission, power steering, As new chrome wire wheels with new white side tyres, drives superb, never seen rain 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

E-TYPE SERIES 1 4.2



1965, 6,500 miles, £168,000, Recreation of lightweight, Engine fully rebuilt and uprated, triple Webbers fitted, 5 spd g/box, blue interior, race features, award winner, must be seen and driven to be appreciated, opportunity 01732 852762, Tonbridge (T) www.etypeuk.com

E-TYPE SERIES 1.5 4.2



1967, 59,000 miles, £105,000, An original left hand drive fixed head coupe, dispatched to Jaguar Cars New York 1967. Now fully resotred and finished to factory correct Opalescent silver blue over dark blue interior 01732 852762, Tonbridge (T) www.etypeuk.com

E-TYPE SERIES 3 V12 OTS



1973, 68,000 miles, £99,950, Detailed history file, well looked after, recently refreshed, cherished, good condition/running order. Resprayed, full underbody reseal, literature. Black, clean mostly original interior, smooth drive 01732 852762, Tonbridge (T) www.etypeuk.com

ETYPESERIES 3 V12 RHD OTS



1972, 83,000 miles, £165,000, Matching numbers, ground up full nut and bolt restoration to high standard, highly desirable upgrades, no expense spared, same family owners, engine rebuild, fuel injection, s/s exhaust, 5 spd g/box 01732 852762, Tonbridge (T) www.etypeuk.com

MK2 3.4



1961, 78,000 miles, £32,000, Manual with overdrive, BRG, green interior, wire wheels, original restoration, excellent all round unrestored condition, matching numbers, 4 owners, heritage certificate, MoT, poss Triumph Stag PX 01237 441911, Devon

MK2 34



1963, 23,600 miles, £32,500, Green, manual, full documented restoration history, very good condition, £5000 spent on engine, stainless exhaust, chrome wire wheels, beautiful car 07766 195303, Leicestershire

MK4 SALOON



1948, £85,000, Ground up restoration over the past 5 years, including repaint, chrome, carpets, interior trim, battery, too much to list, over £50K spent 01761 470607, Bath

S TYPE



1965, £19,000, Lovely example, full restoration, full engine rebuild 2015, dark blue leather interior, full stainless steel exhaust, past MoTs, car has had a recent surge in popularity, used for weddings, 01487 842168, Bedfordshire (T) www.trgb.co.uk

V12 ROADSTER



1972, £145,500, Navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, power steering, drives like a new car, totally superb condition, just stunning 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

X16 SERIES 1



1970, £8,950, 2.8 manual with overdrive, beige with tan leather interior, recent MoT 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

XK120



1953, 82,500 miles, £125,000, Manual, stored, interesting history, perfectly preserved example, rare, chassis #669035, original condition, glass and chrome good, biscuit interior, 3.4ltr engine, matching numbers, 4 spd Moss gbox 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

XK120



5,000 miles, £150,000, A body off chassis, nut and bolt rebuild, full range of Guy Broad upgrades including 5 speed, disc brakes, louvered bonnet, Monza filler cap, improved cooling, up rated suspension, fast road engine 07794 477785, Bath (T) www.fenderbroad.com

XK120 ROADSTER LHD



1952, £104,995, Full resto in 1993, 700 miles, believed to be ex famous owner 01202 709407, Dorset (T) www.panoramabay.co.uk

XKR SILVERSTONE



2000, 33,682 miles, £16,950, 20" Detroit alloy wheels, Silverstone badging, upgraded chassis, unique platinum paint finish, in very good overall condition commensurate with the mileage covered, 1 of only 52 RHD 01534 864073, Jersey (T) www.lerliche.com

E TYPE SERIES 2



1970, 5,000 miles, £69,995, Sitting on chrome wire wheels completes a very desirable specification. The car will be sold with a warranty on the engine and a fresh MoT 07794 477785, Bath (T) www.fenderbroad.com

MK10



44,000 miles, Open to offers, Car currently on show in local museum. Open to sensible offers 07944 852411, Linlithgow

XIS 4.0 COUPE



1993, £9,500, Auto, regency red metallic, done just 54300 miles, superb car which has just arrived in from Japan, no rust 07879 498715, Berkshire

XK120



1952, £125,000, Simply stunning, the exterior beauty and curvaceous sweeping lines are so dramatic, the engine fires and rasps in a very enticing way, To drive this 120 is a joy, Road holding is outstanding 07794 477785, Bath (T) www.fenderbroad.com



2003 JAGUAR S-TYPE 2.5 V6 SE 4-DOOR AUTO
MILEAGE 69,000 PRICE £2999 (T) TEL 07545 703474 OR 02380 766870 (SOUTHAMPTON)

2 keepers, power steering, electric windows, electric seats, remote central locking, comes with 2 keys, ABS brakes, air bag, alarm, rear head and front headrests, full leather seats, alloy wheels, stereo and CD player, air con, luxury motorcar, (Trade). www.kinsonmotorcompany.co.uk (SC 2888)

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www.skillshack.co.uk

E-TYPE



1968, 98000 miles, £135000, Lovely, in beautiful condition, superb black mohair hood, engine was completely rebuilt, Jaguar Heritage Certificate, drives beautifully. 07833 317933, Kingsdown

XIS



1992, 77000 miles, £9950, Superb example, rare colour combo, interior virtually unmarked with no wear or bagging, veneers all in tact, underneath is seriously solid. 07713 457446, Killinghall

XIS



1991, 43368 miles, £40000, Full stamped up Jaguar main dealer service history, just come out of long term storage & has been recommissioned by a Jaguar technician. 07989 417323, Upnor

XIS



1991, 56445 miles, £19995, Stunning, 6 registered owners from new, comes with old style V5, FSH, handbook, MoTs, invoices, MoT to October 2020, always well maintained. 07795 692333, London

JAGUAR MK 2



1968, £13,500, Offers over, original condition, never molested or welded solid all over drives superb 4 speed manual overdrive 07706 989634, Merseyside

MARK 2



1958, 61000 miles, £30000, Sun roof, was a wedding car, excellent condition, all extras and in good condition, full wonderful history with registration book and original service hand book. 07508 012407, Herne Bay

XIS



1995, 77000 miles, £9950, I have owned for about 4 years, previous 10 years it was in a cocoon, all the classic extras, passed it's MoT every time with no issues, very nice, reliable. 07878558905, Rickmansworth,

XI



1999, 108000 miles, £4500, Supercharged, extensive history, in excellent condition inside and out, MoT to August 2020, all rust underneath has been professionally removed, waxoyled. 07709932474, Norwich,

ROYALE AUTOMATIC SPECIAL COUPE



1989, £95,000, A striking car, beautifully constructed last year to a very high standard, the quality of the finish to paintwork, upholstery is second to none and has to be seen, wonderfully tight and rattle-free 01248 602649, Glynedd (T)

JEEP

CHEROKEE



1998, 93000 miles, £3650, Beautiful, in wonderful condition throughout, MoT tester remarked, like a new car underneath, MoT runs out 26th Aug 2020, used daily, starts first time. 07715 436946, Lyme Regis

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JAGUARS

1973 M Jaguar E Type Auto 72k miles White
1973 M Jaguar E Type Manual 99k miles Yellow
1987 F Jaguar 3.4 S Type Manual 29k miles British Racing Green
1968 F Jaguar 340 Manual Blue N/R complete
1984 B Jaguar Sovereign Auto 29k miles Metallic blue TKY 18 Reg Plate
2001 51 Jaguar XK8 Coupe 4 litre 35k miles Black with Private Plate
1993 K Jaguar XJS 300 series 4.0 litre Auto 118k miles Metallic red
1998 R Jaguar XJ6 3.2 V8 Auto 94k miles Metallic red
1998 R Jaguar XJ6 3.2 V8 Auto 90k miles Green Metallic
2000 X Jaguar XJ6 3.2 V8 Auto 99k miles Green Metallic
2000 W Jaguar XJ6 3.2 V8 Auto 118k miles Green Metallic

MERCEDES

1995 M Mercedes 500SL Auto 112k miles Torremolinos Green
1998 S Mercedes 320 SL Auto 83k miles Silver
1977 S Mercedes 280 SE Auto White
1983 A Mercedes 280 SE Auto White
1996 N Mercedes 200 Auto 69k miles Metallic Green
1995 M Mercedes 220 Auto Metallic Red W124
1994 M Mercedes E300 Auto 116k miles Metallic Blue W124
1991 H Mercedes 300D Auto 177k miles Metallic Blue W124
1995 P Mercedes 220 P Est Auto 115k miles Silver W124
1990 K MercedesE3 ESD Auto 177k miles Top Spec Blue
1994 M Mercedes E300 Auto 250k Red Plain
1999 T Mercedes Sprinter 2.3 Auto LHD Petrol 65k miles Blue (mint) 1 owner
2004 Mercedes 500SL Auto 80K miles Silver
2002/53 Mercedes 500SL Auto 98k miles Factory AMG Kit
2000 W Mercedes SLK 320 50k miles Silver Auto

BMW

1993 K BMW 325 Convertible Black leather interior Manual Metallic Blue Latis Wheels
1991 H BMW 840CI Coupe Auto 182k Metallic Blue
2004 54 BMW 64S CSi 245/40 wheels ZR20's Carmon Exhaust 52k Metallic Black
2006 56 BMW 325 M Sport Convertible Auto 71k miles Silver
2000 X BMW Z3 Convertible 111k miles Green Metallic 2.2 litre

AUDI

2005 05 Audi 2.5 tdi S Line Auto Convertible 90k miles Metallic Silver
1998 S Audi 1.8 TT Convertible 64k miles Metallic Silver
2003 Audi TT Quattro Coupe 114k miles Metallic Black
2001 X Audi TT Quattro 4x4 Convertible 112k miles Metallic Blue

ROLLS ROYCE

V reg Reg: FOX Plate Shadow II Duro 54k miles Chestnut Brown Two Tone Colours

FORD

1995 M Ford Escort Cosworth Replica Cream and Black Interior Based on Ford Escort XR3i 90k Red
1984 B Ford Sierra 1.6 5 door Basic 40k miles Base Red
1980 V Ford Escort 1.1 MKII Van 50k miles Red with plain interior
1981 W Ford Escort 1.6 MK3 Van 30k miles Blue with nice interior
2002 Ford Escort MK7 1.8D 49k miles White Van
2002 Ford Escort MK7 1.9 58k miles Blue Van
2001 Ford Escort MK7 1.8D 90k miles White Van
2002 Ford Escort MK7 1.9D 58k miles White Van
2000 V Ford Escort MK7 1.9D 98k miles White Van
1992 K Ford Escort MK4 1.9D 92k miles Green Ex BT Van
1991 S Ford P100 Turbo P/LS 80k miles Green 1 ow Resto

VW

1997 P VW Golf 1.9tdi Estate MK 5 102k miles White
1997 P VW Golf 2.0 GTi 5 Door 90k miles Red
1998 R VW Golf 1.9 TDi 3 door MK3 131k miles White
2001 Y VW Polo 1.9SE Estate MK2 33k miles White
2000 W VW Polo 1.0E 3 door 49k miles White
1995 M VW Polo 50k miles Blue
1992 L VW Golf VR6 3 door 90k miles Red
1983 A VW Golf MK1 GTI 3 door 80k miles Black
1983 VW Golf MK1 GLS 80k miles Blue Metallic
1989 G VW Golf Driver Auto MK3 30k miles Silver
2003 VW Lupo 3dr 54k miles Blue & one in Black

VW VANS AND PICKUPS

1998 S VW T4 SWB 800 Special 1.9tdi 188k miles Red
1998 S VW T4 SWB 800Special 1.9tdi 71k miles Damson Red
1999 V VW T4 SWB 800 Special 1.9 tdi 126k miles White
2002 02 VW T4 SWB 2.5tdi H/Top SL/D 189k miles Metallic Blue
2001 VW T4 SWB 2.5tdi SL/D 133k miles Damson Red
2003 VW T4 SWB 2.5 tdi Facelift SL/D 183k miles White
2000 W VW T4 Chass Cab 2.4D 70k miles White
1997 R VW T4 SWB 1.9tdi 122k miles White Non Runner
1997 R VW T4 SWB SL/D Special 1.9tdi Green Non Runner
1999 S VW T4 SWB SL/D 2.5tdi Parts White Non Runner
1983 A VW T4 T25 Westfalia LHD Blue Pop Top Camper
1989 E VW T25 Double Cab N/R White
1984 B VW T25 WindowVan LHD Damson Red
2007 57 VW T5 LWB Camper 93k miles
2003 53 Mini Cooper S (RS3) 64k miles yellow + one in Metallic Gold 56 Reg Chillli Pack interior

FORD PICK US + DODGE SR10

1999 T Ford Transit 190D Tipper 83k miles White

1999 V Ford F150 SWB Jack Daniels P/V 4000 LSR V/S Black 4.6 Filon Engine (18 inch wheels)
2001 Ford F350 LWB Transporter 135k miles Blue
2005 55 Dodge SR10 Viper SWB 8.2 litre V10 engine 20k miles Red Manual Pickup Hirst

FORD CABRIOLETS

1993 L Ford Escort 1.8 Cabriolet 23k miles White 1 owner
1994 M Ford Escort 1.8 Cabriolet 93k miles White
1996 N Ford Escort 1.8 Calypso Cabriolet 155k miles Metallic Green
1998 P Ford Escort 1.8 Limited Edition Yellow
1997 S Ford Escort 1.8 Calypso Cabriolet Metallic Green
1998 R Ford Escort1.8 Calypso Cabriolet Metallic Green

BMC BRITISH LEYLAND

1980 W Range Rover 3 door Ambulance Complete Teddy Bear Trim
1991 J Range Rover Vogue Auto 5 Door 150k miles
1968 G Morris Mini MK2 Woody Estate White good runner Morris Mini MK2 Woody Estate Red For Spares
1961 Morris Mini 850 Van Complete White Floor Start
1972 L Vanden Plas 1100 Mk1 60k miles Harvest Gold
1964 B Triumph Herald 1200 70k miles Blue
1965 C Austin Gipsy Utility 500 miles Green LWB MOD Vehicle
1999 V Morris Minor 1.3 5door 27k miles Blue
V Reg Morris Mini Van Complete for Restoration

VARIOUS


1979 V Mercedes 350 SE 34k miles Silver Double Chrome Bumper
1987 E Volvo 740 LE Auto 27k miles Blue
1989 E Volvo 740 Manual 100k miles Blue
2004 Mazda MX5 Convertible Euphonic Silver 27k hard top
2001 Y Mazda MX5 Convertible 100k miles Blue
1997 Mazda MX5 Convertible 100k Silver
1991 H Nissan Micra 1.2 LS 5 Door Red
1984 B Peugeot 305 LD Van White
2000 W Peugeot 306 LS Van 93k miles Red
1999 T Daihatsu High LHD Jet X1 Van 30k miles Blue + 1 for Spares
1991 H Fiat 127 BS X1 Spares to go with it 30k miles Red
1981 Mazda RX7 Coupe Old Shape Red Resto Project
1980 B Bedford 350D CF2 Dropside Pick up Diesel, Opel Engine ZF Gearbox 81k miles White
1989 F Kawasaki 750 GT Shaft 5k miles Red 4 cylinder
2008 08 Yamaha Scotwin Motor Bike 12k miles Silver
1960 Albatross Speed Boat 4 Seater Holby, 1 of 28 Built, Sunbeam Rapier Engine/inboard Blue

PRIVATE PLATES

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JOWETT

SHORT-TWO



1927, 56,000 miles, £10,950, ono, 2 seater convertible with dicky, excellent weather equipment, long term museum exhibit now recommissioned and running sweetly, a very original little car but with the advantage of front wheel brakes. 07931 357630, West Yorkshire

LANCIA

DILAMBDA 229 SALOON/LIMOUSINE



1931, 6,000 miles, £95,000, Historically important, original, unchanged condition, coachwork is a delight to behold, luxurious, rear end is perfect proportion, chauffeurs area is upholstered in beige velour. 01908 270672, 07889 805432, www.classicmobilia.com, Bucks (T)

LAND ROVER

RANGE ROVER



1990, 105000 miles, £5000, 2 previous owners, MoT to mid May 2020, fully stamped official dealer plus specialist history, underside clean and solid, factory tow bar, used regularly, very reliable. 07703 437533, Guildford

SERIES III



1984, 80792 miles, £9000, Runs, pulls & idles great, new door seals, bulkhead & chassis are free of any serious corrosion, USB/volt meter panel fitted, halogen side/indicator lights, recently serviced 07986 446850, Milford

SERIES III



1982, 100322 miles, £3950, Project on galvanised chassis, I bought it running and with an MoT, everything is present and correct, runs and drives, seats very good and will clean up easily. 07711824048, Staplehurst,

90



1989, 89500 miles, £5999, One owner from new, FSH, soft top, tow bar, 5 tyres-lots of tread, good condition, requires a little bit of TLC, starts and drives beautifully. 07736 552670, Southampton

RANGE ROVER



1994, 180000 miles, £2200, Comes with original green leather book pack, handbooks, some service history, 2 factory keys and alarm remotes, restoration project, headlining ok. 079610 66648, Crawley



1995 MARLIN BERLINETTA
MILEAGE 38,000 PRICE £5950 (T) TEL 07756 567248 (DORSET)

Blue, manual, powerful Mirafiori engine, superb stunning quality car, part exchange possible, (Trade). (SC 2886)

SERIES 1 80"



1950, 0 miles, £29,950, Manual, 2ltr, fantastic example of an iconic 4x4, desirable, restored, classic but useable drive, dark green seats, cherished, soft top, paint exceptional, spare wheel, investment 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

90 2.5 DIESEL 1988



£6,950, Showing approx 110k miles, MoT until September 202, engine rebuild and other work, therefore an exceptionally sound example 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

TAXI TX2



2005, £6,750, Finished in Black with superb interior, wheel chair access, automatic, seven seater cab very rare, 1 private owner, low miles, full taxi history, handbook, difficult to find another like this one. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

TX2



2004, £5,750, Finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

LOTUS

ELAN



1991, 155000 miles, £6500, Huge service history, much work done, new gearbox, clutch, 4 good Michelin tyres on S2 wheels, hood in very good condition. 07973191631, Choppington

ELAN



1973, 65000 miles, £10000, Been stored for many years, a complete car, no parts missing, ran perfectly when taken off the road apart from water pump may need replacing. 07479 254656, London

ELAN



1973, 56000 miles, £20000, Fantastic car, ready to drive, true classic with loads of style, lovingly maintained throughout, 3rd owner (10+ years), MoT exempt, recently serviced. 07975 995250, Fetcham

ESPRIT



1979, 31250 miles, £27500, Fully service history, low miles, tax exempt, MoT exempt, new brakes & pipework, new clutch, paint and interior are original, huge history file. 07730 684552, Ely

MAZDA

MX-5



1997, 59900 miles, £5300, Mark 1, excellent example, MoT Oct 2020, in perfect running order, lady owner, garaged, non smoker, electric windows, CD/radio. 07706 619988, Bawtry

MX-5



2001, 107000 miles, £4250, Race prepared, stunning, well sorted, excellent rust free sills and chassis, removable hard top, light weight Cobra tyre seats, passed last MoT, ready to go. 07714 771720, Whixall

MX-5



2002, 80000 miles, £3450, Unique, genuine retro classic in very good condition, MoT until May 2020, some essential service history, hard to fault this car, supremely reliable, currently garaged. 07840 957946, Stafford

MERCEDES-BENZ

230 CE



1984, 118,700 miles, £9,750, ono, Fitted with a rare 5-speed manual gearbox, champagne gold, cloth interior, elec' sunroof, 2 previous owners. Very good condition with extensive history. Many new parts fitted over the past few years 07760 172135, South West (Bath)

SLK 320 CONVERTIBLE

2001, 133,000 miles, £1,595, ono, 2 lady owners, 6 speed manual, fsh, 14 service stamps, all electric inc. roof MoT July, 2 keys full leather diamond black, AMG alloys, good condition great value, please call Terry 07791 611072, Cheltenham

190E



1991, 73,000 miles, £3,850, ovno, 1.8 manual MoT Jan 21, Low ownership, low miles, exceptional condition, lovely dark blue coachwork, totally unmarked interior, comprehensive history file, very rare this good. 07740 252418, 01795 843220, Kent

350SL



2005, 37,000 miles, £8,995, convertible, Dec05 with history, tellurium silver/blue coachwork grey leather interior, satnav, absolute stunning car 07831 409333, Essex

E220CE



1995, 96,000 miles, £4,950, ono, Outstanding pillar-less coupe, bills for 17 services, many expensive extras and Thatcham alarm. Underbody inspection possible. A delightful vehicle in excellent condition needing nothing to drive away 07931 357630, West Yorkshire

190 MK2

1987, 76,000 miles, £1,995, Silver, manual, very good usable classic, economical very clean underneath, no electric gizmos, wind up windows, tow bar, ex tyres, MoT March, drives like a newish car, CD player 01772 811430, Preston

300SL 88



1988, 66,000 miles, £48,750, Finished in gleaming signal red, as new, beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, superb condition throughout 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

320SL



1994, 111,000 miles, £12,500, Auto, factory hardtop, recent new hood, FSH, AMG wheels, leather interior, usual refinements, cherished number included, summer use only, MoT May 20, lovely example 01692 406703, 07941 044579, Norfolk

350SL



1980, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, factory alloys, all old MoTs/ invoices, recent full service 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

500SL SLR V8



1987, 60,000 miles, £29,900, ono, R107, beautiful condition, brown leather interior inc small rear seating. Always serviced at Mercedes garage, original radio, cruise control, e/windows, tinted glass, new MoT, Ivory (Cream) 01242 260291, 07919 120589, Gloucestershire

450SL

Imported from California, silver with red upholstery, needs complete restoration reduced from £7500 to £4995 07593 438955, Surrey

190E



1987, 49,500 miles, £4,250, ovno, Metallic Silver with Grey cloth Period Alpine Stereo with electric aerial New Good year tyres all round 07554 361397, Suffolk

SLK



2003, 77,000 miles, £3,999, A warranted 77,000 miles. The Mercedes service book is showing 6 service entries, This car is rare in that it has very nice paintwork 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

E-CLASS



1994, 192000 miles, £1595, Good, usable example, owned the car for almost two years, full service history, many receipts for work carried out by previous owners, daily driver. 07717 163232, Dumfries

380



1985, 172000 miles, £2950, Good useable car engine running sweetly, good wheels and tyres, interior tidy, privacy curtains to rear, working electric sunroof 07539 074242, Thurlby

230



2000, 63000 miles, £1550, Nice condition for year, 6 months MoT, starts, drives absolutely superb, main dealer service history, vehicle is on SORN, recognised as a future classic. 07501 868931, Rochford

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1989 Rover MINI 30 **£13,990**

This MINI was manufactured to celebrate thirty years. With only 3,000 models produced for the UK this represents a fantastic piece of British motoring. This example comes in Cherry Red with half leather seats and has covered 19,179 miles. For full specification and history visit petervardy.com/heritage.



2005 Maserati 4200 Coupé Cambiocorsa **£17,990**

The Maserati Coupé is a true four-seater capable of comfortably seating two adults in the rear seats. This example has only covered 38,887 miles and includes unmarked beige leather, GPS navigation system & 18" alloy wheels. For full specification and history visit petervardy.com/heritage.



2002 Bentley Arnage **£24,990**

This fantastic Bentley Arnage is finished in Metallic Royal Blue and boasts stunning Stratos interior with the secondary hide in French Navy. Extra features include park distance control & GPS. This example has covered 51,789 miles. For full specification and history visit petervardy.com/heritage.



1992 Range Rover Vogue 4.0 SE V8 **£24,990**

Combining majestic good looks, luxury levels of refinement and comfort. This outstanding example has a mileage of 61,923 and is presented in Aspen Silver Metallic with Dark Brown leather upholstery and Walnut inlays. For full specification and history visit petervardy.com/heritage.



1991 Jaguar XJS V12 **£28,990**

To commemorate Jaguars success at the '24 Heures du Mans' a limited edition 'Le Mans' model was introduced. This car is number 266 of 280 & is finished in Signal Red with Magnolia interior, contrasting seat piping & a mileage of 47,000. For full specification and history visit petervardy.com/heritage.



2005 Mercedes SL55 AMG F1 Pace Car Ed **£54,990**

We offer this vehicle with an incredibly low mileage of only 6,040. Finished in Brilliant Silver Metallic and comes with a panoramic glass roof, leather two-tone Alpaca Grey interior, navigational system, BOSE sound system & more. For full specification and history visit petervardy.com/heritage.



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1966 Morris Minor 1000
Canterbury Convertible,
Old English white/red trim,
Body restored in 2009, Lovely
looking car, New mot
£8995



SOLD
1967 MG Midget 1275,
Old English white/black trim. Recent body
restoration and new hood. Mini Lite wheels,
Very well presented **£7995**



1970 Morris Minor Traveller,
Almond green, 87000 miles.
Lovely looking car,
MoT tested until May 2020
£8995



1953 Lanchester 14 Saloon,
Just out of dry storage. Very solid example,
will require recommissioning
£2500



1954 BSA C10 250CC,
Runs and rides very well.
Much money recently spent.
Please call for details **£2250**



SOLD
1958 Austin A35 Countryman, Very rare vehicle,
Fully restored and in show condition, Comes
with buff log book and lots of history. The best
we have seen. Any inspection welcome **£12,995**



1965 MG Midget 1275, Tartan red, Fully restored in the
1990s and in stunning condition, Reconditioned Ivor
Searle unleaded spec engine just fitted, Complete with
hardtop, Large history file, Lovely car throughout POA



RESTORATION PROJECT
1972 Datsun 260C Saloon.
Been stored 36 years, Very solid car, Never
welded. Will require restoration **£4995**

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W201



1988, 98000 miles, £1200, Non runner due to electrical fault, sound body will need a repaint, CD player, alloys, complete and solid car, ideal project, trailer away. 07535 114818, Saint Leonards

420



1990, 120000 miles, £14999, Great condition, well kept original exmaple offered by classic car enthusiast, unabused, clean, massive folder of receipts, invoices, documentation. 07951 958792, Potters Bar

300



1955, 35000 miles, £45000, Elegant, powerful, exclusive and expensive, many luxury features, Becker radio, VHF mobile telephone and dictation machine, introduced in March 1954. 07582 808054, Falkirk

SL-CLASS



2000, 117000 miles, £7000, MoT to June 2020 (no advisories), original matching carpets & door cards, full service history from Mercedes main dealers July 2001, clean HPI. 0208 3337335, London

W124

1996, 116000 miles, £2500, MoT and tax till end Sept 2020, good condition, used regularly by owner for the last 13 years, need to sell before Oct 2021 of ULEZ London zone charge. 0208 5278550, London

CL-CLASS



2004, 91700 miles, £28500, Believed to be the only one in UK finished in Designo Mystic Blue, full MB main dealer service history, 12 months MoT, FSH. 07977 060870, Shinfield

280



1993, 136000 miles, £5000, A fabulous car, thousands spent over the years, will run and run for another 20 years at least, owned since June 2009. 07785 323952, London

R129



1990, 101900 miles, £8950, Hard and soft top, heated memory seats, remote central locking, hood is as new condition, not using it, lovely service history, MoT when sold. 07836 711336, Ware

C-CLASS



1996, 55700 miles, £3500, Outstanding condition, been in same family last 25 years, regularly maintained, full history, rust free, looks and drives like new, Ziebart treated from new. 07799 850327, Walmer

SLK-CLASS



2000, 86300 miles, £1750, Spares included, owned since 2016, lots of love and care lavished on the car, MoT till 18th September 2020, stack of stamps in service book, drives beautifully. 07891841341, Wigan

190E



1993, 100000 miles, £2995, With service history, new MoT, car drives beautifully, central locking, alarm, ABS, 2 sets of keys, original Mercedes over mats, bodywork is excellent, virtually unmarked. 07836 564529, Ewell

W108



1972, 59800 miles, £12800, A great, truly rot free car, originally from Sacramento, usable classic with true charm, tax/ MoT exempt, MoT'd it in March this year, interior is in VGC. 07727147409, Heathcote

MG



1972, £5,000, ono, Excellent condition throughout. Professional re-spray bright red. Black leather interior. Refurb mgb rostile wheels. Good Chrome. Runs & drives well. Overdrive working. 07789 998547, Surrey

F



2000, 64,000 miles, £1,200, VVC, head gasket at 30K with remote QED thermostat. Belts @ 30K and again 62K, full black leather interior, many improvements, new parts, call for full details 01900 63412, 07769 872358, Cumbria

F



2000, 58,000 miles, £4,500, Open to offers, leather seats, heated rear window full service history 4 new tyres new HG clutch, water pump stainless steel exhaust new radiator coolant pipes MoT June 2020, this MGF is in an excellent condition. 07908 004009, 01462 674450, Letchworth

MIDGET 1098CC



1965, 23,023 miles, £4,000, Red, manual, unfinished project, newly painted wire wheels (5), steels on car, good tyres all round, needs paint, full tonneau, chrome luggage rack (not fitted), talk to me for full brief. 01656 870209, Mid Glam

TF

1954, 56,000 miles, £1,250, ono, 11 months MoT, new cylinder head, old age forces sale, owned for 7 years, nice condition 01933 353442, Northamptonshire

B GT



1974, 87,000 miles, £8,495, Finished in vermilion red with black trim, overdrive and chrome bumpers, good condition 01202 709407, Dorset (T) www.panoramabay.co.uk

MIDGET



1981, 2,600 miles, £10,995, Finished in black with black trim, 26000 miles from new 01202 709407, Dorset (T) www.panoramabay.co.uk

A



1962, 0 miles, £14750, V5 steel wings all round, older restoration, very solid chassis, side curtains, spare wheel, runs & drives. 07976 427979, Hyde

B



1980, 95000 miles, £9995, Chrome bumper conversion red leather, man o/d, fully restored condition 1, will be sold with new years MoT, subject of total restoration, new wiring loom. 07710 436158, Ashford

F TYPE



1997, 68000 miles, £1295, Half leather with factory hard top, full history, updated head gasket, cambelt & all the gubbins, exceptional throughout, garaged. 07941 299810, Marle Green

B GT



1977, 125500 miles, £4250, Great usable classic, driven weekly and kept garaged, been well used across the UK over the past two years, paint/body in good condition, MoT, tax, ULEZ exempt. 07980 750644, Wirksworth

TD



1953, 99000 miles, £19980, Stunning car, great drive, mechanically very good, cosmetically good, lots of paperwork, recently recommissioned for the road, MoT and tax exempt. 07885 862238, Birkenhead

B



1967, 29000 miles, £12500, Overdrive, recently added wire wheels, luggage rack, extensive history, 2 extension rebuilds and lots of receipts/documentation, clean underside/top. 07748 112467, Leigh

B GT



1973, 54000 miles, £10995, In beautiful condition inside and out, all original interior, drives beautifully, just had a re-tune, new brakes and new steering column, last MoT done in 2018. 01234 870336, Roxton

B



1978, 1000 miles, £46995, Awesome street/race car, hardly been used since total rebuild and repaint, heavily modified, not for the faint of heart, leather and walnut interior. 07966 169803, Holbeach Hurn

A



1959, 8405 miles, £28950, Stunning, fully restored with extensive invoices, heritage certificate, paint is beautiful, interior in excellent condition and looking factory fresh, large history file 07972 079973, Letchworth Garden City

B, LHD

1963, £30,000, Red nut and bolt restoration, showcar, expensive but surely the finest call Paul if seriously interested 07593 438955, Surrey

B ROADSTER



1970, £8,000, ovno, Good working order, drives well, overdrive, new batteries and brakes all round, chrome wire wheels with new tyres, call for more details and photos. 07930 841868, Fareham

B ROADSTER



1972, 46,000 miles, £6,950, ono, Yellow, 1800 with overdrive 1972 tax exempt Full engine rebuild and converted to 12 volt battery and full electronic ignition. Very reliable extensive history any trial 07790 615143, 01977 641335, South Yorkshire

MINI

MAYFAIR



1988, 29,000 miles, £5,995, ono, 1988 Mini Mayfair, 29000 miles, 2 owners, 12 months mot, excellent condition inside and out, no rot, no rust, recent recommission and service. Potential show winner. Viewing essential, none better. 07764 306103, Nottinghamshire

COOPER



1968, 23700 miles, £17950, V5 present, MoT, was built to order in 1974 using a genuine MK1 shell and 1275 Cooper S running gear, stored for many years, comprehensive history file 07771 911989, Marlow

COOPER



1964, 4999 miles, £18000, For restoration, re-shelled in it's early life, V5, buff log book, receipts for work carried out nearly 40 years ago, failed MoT 5 years ago due to rust, garaged. 07894 968900, Belsay

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1991 BMW E34 520i SE AUTO

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Gunmetal Metallic done 60000
miles in a totally corrosion and
rust free condition.
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inside and out,
48000 miles.
£5,250



1991 VOLVO 960 SALOON 3.0 AUTO

41500 miles
in the most fantastic
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£6,000



2001 BMW Z3 2.0 ROADSTER AUTOMATIC

Titan Silver with Full Red
Leather interior. This car is out
of the box. 48500 Miles.
£5,000

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MANUAL - 8/9/1950 - COVERED 57K MILES
BELIEVED GENUINE - FINISHED IN BLACK &
CLARET COACHWORKS WITH RED HIDE
INTERIOR - **£49,950**



AUSTIN HEALEY 100/6 BN4 2+2 WITH OVERDRIVE 1957 -
RESTORED TO THE HIGHEST STANDARDS BY A PREVIOUS OWNER -
COVERED 895 MILES SINCE - FINISHED IN IVORY WHITE WITH
BLACK HIDE INTERIOR PIPED IN WHITE - AN EXCELLENT EXAMPLE
OF THIS FAST APPRECIATING BRITISH CLASSIC - **£59,995**



JAGUAR XJS HE AUTO V12 1987 -
COVERED 73K MILES FROM NEW -
FINISHED IN METALLIC BORDEAUX RED WITH
DOESKIN HIDE INTERIOR - STUNNING -
£11,995 - CHOICE OF 4



JAGUAR XJ6 EXECUTIVE 3.0 LTR V6 AUTO 2006 -
COVERED 30K MILES FROM NEW WITH 1 OVERSEAS
OWNER FROM NEW (JAPAN) - FINISHED IN METALLIC
MIDNIGHT BLACK WITH CHAMPAGNE LEATHER
INTERIOR - **£10,995**



JAGUAR S-TYPE 2005 - 2.5 LTR AUTO - COVERED
21K MILES FROM NEW WITH 1 OVERSEAS OWNER
FROM NEW (JAPAN) - FINISHED IN PLATINUM
METALLIC SILVER WITH BARLEY HIDE INTERIOR
- **£7,995 - CHOICE OF 6**



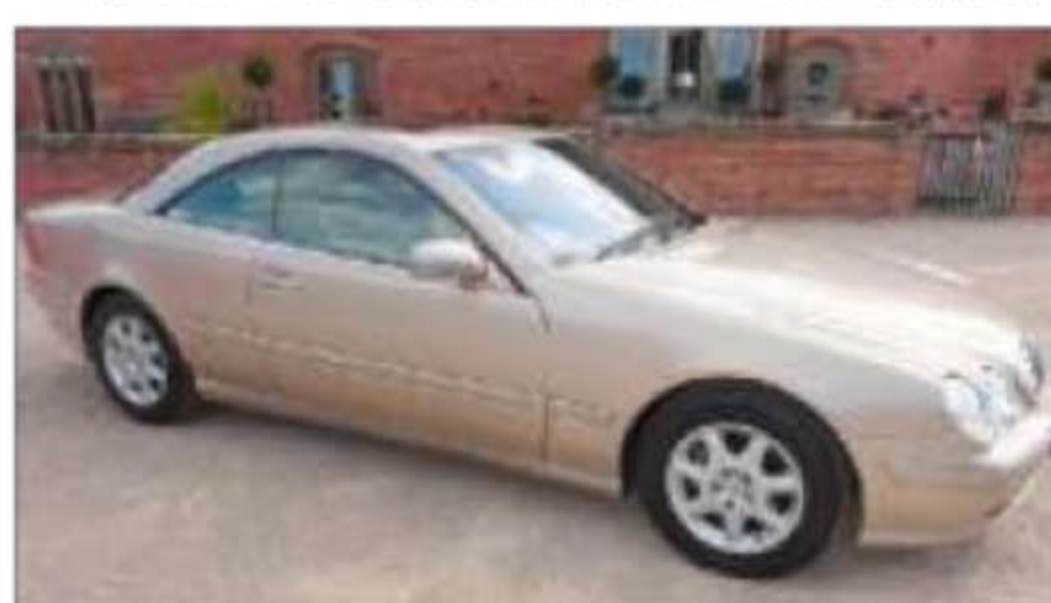
BMW 850i V12 AUTO 1993 - RARE CAR - FINISHED
IN CALYPSO RED WITH M TECH SPORTS BODY KIT /
FACTORY FITTED DARK GREY SCHNITZER INTERIOR -
COVERED 82K MILES FROM NEW WITH EXTENSIVE
HISTORY - AWESOME PERFORMANCE - **£29,995**



CHEVROLET CAMARO 3800CC AUTO - 1997 -
COVERED 11 900 MILES FROM NEW WITH 1
OVERSEAS OWNER FROM NEW (JAPAN) FINISHED
IN WHITE WITH GREY INTERIOR - STUNNING
CAR - **£7,995**



CORVETTE STINGRAY 5.7 AUTO C3 1976 -
FINISHED IN RED WITH BLACK HIDE INTERIOR
- STUNNING CAR - **£14,995**



MERCEDES CL 500 AUTO 2002 - COVERED 24K
MILES FROM NEW WITH 1 OVERSEAS OWNER
(JAPAN) FROM NEW - FINISHED IN METALLIC
DESERT SILVER WITH CREAM BEIGE HIDE INTERIOR
- **£9,995**



DAIMLER DOUBLE SIX 1992 - COVERED 10K MILES
FROM NEW WITH SERVICE HISTORY & 1 PREVIOUS
OVERSEAS OWNER - FINISHED IN BRITISH RACING
GREEN WITH CREAM HIDE INTERIOR - BEAUTIFUL
CAR - **£17,995**



RANGE ROVER P38 4.6 HSE 1999 - COVERED
41K MILES FROM NEW WITH SERVICE HISTORY -
1 OVERSEAS OWNER - FINISHED IN WHITE GOLD
WITH CARP GRANITE LEATHER INTERIOR
- **£7,995 - CHOICE OF 2**

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1999 BMW Z3

ENGINE 1990cc/6-cyl/DOHC **POWER** 148bhp@5900rpm **TORQUE** 140lb ft@3500rpm
MAXIMUM SPEED 128mph **0-60MPH** 9.4sec **FUEL CONSUMPTION** 19-34mpg
TRANSMISSION RWD, four-speed auto **MoT** 12 months from sale **ODOMETER** 45,816 miles

WHAT'S IT LIKE TO DRIVE?

This Z3 starts first time with no hesitation, smoke or rattles and idles at a healthy speed. It handles brilliantly, corners confidently and the steering and suspension feel sharp. The engine is responsive and pulls well with no hesitation or flat spots through the rev range while showing healthy oil pressure and water temperature. The brakes work as expected and the car does not move around on the road unless you tell it to. Steering is well-weighted although there is some vibration through the wheel above 50mph, but this is likely a wheel balancing issue because the tyres and suspension components show no sign of degradation.

BODYWORK CHECK

The metallic Topaz Blue paint retains its shine, there are no marks or scratches on the bodywork and the vehicle is completely rust-free; the underside shows no signs of damage or corrosion, either. The front bumper and bonnet are both free from chips and while there are a few scuffs to the edges of the front wheels,

EXTERIOR
Excellent paint and bodywork
INTERIOR
Good overall condition
No roof damage
MECHANICALS
Well maintained and fastidiously serviced

refurbishment should be easy. Tyres are a mixture of Accelera Alphas and Continental ContiSportContacts, but all appear to be wearing evenly.

HOW'S THE INTERIOR?

The leather interior is in good condition. The seats are holding up well and although the leather on the bases is not as taut as it once was, they remain supportive and comfortable with only a very small area of wear on the driver's side bolster. The centre console is not scratched, damaged or faded and the steering wheel, gear knob and handbrake are all in excellent condition. The door cards are unmarked and the carpets dry. The car is fitted with the original factory stereo,

the air conditioning functions correctly and the tool kit in the boot is present and correct.

UNDER THE BONNET

The engine bay is exceptionally clean and although difficult to inspect fully without removing covers, we could find no evidence of any oil misting or drips of oil on the ground beneath the engine. The car comes with an extensive service history with the most recent stamp being for an oil service and replacement suspension arm bushes at 45,810 miles. The BMW service indicator on the instrument panel shows three green lights, so there is a good period of time before the next service – an Inspection II according to the service manual – is due.

THE CCW VIEW

Z3s are all about driving pleasure, and although this one has an automatic gearbox it is still a lot of fun to chuck around B-roads – something that can be done with confidence thanks to the sharp, yet predictable handling. The asking price looks more than fair, too.

Dale Vinten

✓ **PROS** Original unmolested condition, driving appeal
✗ **CONS** Auto 'box, wheel vibration, mixed tyres



Mismatched tyres may be causing wheel vibration.



Oil-tight 2.0-litre 'six' has comprehensive service history.

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01507 463254, thurlbymotors.com



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www.ibuyanyclassic.co.uk
james@ibuyanyclassic.co.uk

COOPER



2001, 650 miles, £20000, 1.3 litre fuel injected engine, one of last 500 manufactured, please call for more information. 00353 876252747, Dublin

CLUBMAN



1977, 36102 miles, £7195, History, Dunlop alloys, new tyres, bucket seats, wood rim steering wheel, new carpets, improved suspension, mildly tuned engine, MoT June 2020. 01243 673861, West Wittering

COOPER S

1971, Burnt orange, nut/bolt restoration, bodywork/paintwork cost £12000 new parts £20000, speedwell prepared engine, as close to new as possible £40000 buys this gem, expensive for mark 3, simply the best. 07593 438955, Surrey

MITSUBISHI

PAIERO



1992, £4,250, Expedition vehicle 2.8TD big wheels, winch, snorkel, tow bar, spot lights all around, roof rack, used as specialist off road unit, lift kit CB much more, please call 07940 405499, Bromley

MORGAN

2 SEATER



1983, £15,950, Ford 1600cc engine, lots of history and extras including blue leather seats and headrests, wire wheels, high performance exhaust manifold, rollbar etc, colour is ICI Golden Yellow, MoT. 01564 779746, 07719 995514, www.bobsaffordableclassics.co.uk, West Mids (T)

MORRIS

MINOR



1931, 9,200 miles, £7,500, ono, Lovely with genuine miles. New tyres and new folding roof. Runs extremely well and all mechanics are very sound. ill health forces sale. Grab a bargain 01327 811487, 07748 993771, Northamptonshire

15/6 COUPE TOURER



1934, 58,882 miles, £20,000, No offers, Concours condition fully restored no expense spared two tone bodywork comprehensive history file. Matching numbers a fabulous car to drive price to include a lot of spares 07795 187722, 07795 187722, Surrey

MINI MK1



1961, £4,995, bodysell 85% complete, all rust removed and replaced with Heritage or M Machine panels, V5 shows one owner, supplied with doors, bootlid, bonnet and subframes, reg 3 letters and 3 numbers, 07904 639807, Chester

MINOR



1967, 15,500 miles, £7,500, ono, 2 door saloon fully restored tax and MoT exempt but MoT'd for peace of mind beautiful condition throughout car drives stops and starts as it should All receipts to prove total £6,521 07854 89144, Lancashire

8 SE 918CC



1948, 52,000 miles, £6,999, Very tidy and the inside has great patina px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR

1963, Winter Project, 2 door, saloon, partly restored, interesting reg number, requires complete respray 0161 8811840, Manchester

MINOR



1966, 61,500 miles, £2,900, ono, Black, manual, the car is fitted with braked A frame, welding done, all brake pipes including flexy brake servo fitted, alternator, 5 new tyres, water pump, interior/carpets not bad, swap for Austin 07952 101989, Yorkshire

MINOR 948CC



89,000 miles, £5,499, 4 New wheel cylinders, water pump and by pass hose, nearside genuine front wing, 4 new tyres, new front windscreen rubbers, alternator fitted. Also some more new parts fitted, drives well for his age 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR 1000



1964, 30,472 miles, £5,499, Work Includes 4 New Steel Wings, 4 Doors And Boot Lid, Alternator And Servo Fitted 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

1000



1966, 46000 miles, £3500, Nice clean condition, please call for more information. 07870 466787, Dartford

MINOR



1964, 33001 miles, £5995, Registration ALW942B. It is an enhanced post factory convertible example Fitted with 1300cc engine, 5-speed Ford Sierra gearbox and front disc brakes. 07866 956161, Southend-on-Sea

1616



1936, 50 miles, £10000, Completely rebuilt version, rare, rebuilt engine, new radiator, rebuilt hydraulic brakes, resprayed, new leather upholstery, completely re-chromed. 01726 890333, Bodmin

OXFORD



1952, 39000 miles, £3999, Runs and drives fine, everything works on it, registered as classic car, MoT exempt, looks very good for its age, no rust, got plenty of spare parts, 2 wings. 07939 268243, Thorne

1000



1972, 99000 miles, £7995, Very nice condition, one of the last made, much spent on the car mainly to Morris Centre Manchester, passed last 12 MoTs without fail or advisories, tax/ MoT exempt. 07762 550398, Edinburgh

1000



1956, 20000 miles, £4000, Rolling restoration, tax exempt. MoT December 2020, vehicle driven regularly, owned since June 2016, full service history from 2016, underside solid. 07955 903779, Larkhall

MINOR TRAVELLER

1971, £4,000, ono, 1098cc all woodwork in good rear pillar replaced new spring hangers new brakes and servo work carried out by Charles Ware morris minor centre not a show car used every day does need some TLC 01934 642383, Somerset

NG

TC V8



£17,500, Stunning Navy Blue coachwork with Polished aluminium bonnet and side panels, Beautiful cream interior with blue carpets, Stunning dark wood dashboard with classic cream faced Smiths instruments 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

NISSAN

350Z



2004, 91,000 miles, £4,500, ovno, with GT pack, MoT May 2020 full Nissan service history. Comes with two keys and driver's wallet with all hand books new clutch and flywheel fitted. Car is completely standard 0118 9700159, 07768 802107, Hampshire

BLUEBIRD SGX AUTO 2.0



1986, 66,000 miles, £1,750, 1 owner, immaculate condition, back seat never sat on, last one to come out of Japan, all MoT certificates 07789 201447, Essex

FIGARO



1992, 20,000 miles, £5,995, Green, auto, new hood last year, original radio, unmolested car in original colour, one of only 20,000 made, 1 owner, stored for number of years, many MoTs, MoT 2021 01772 811430, Preston

SUNNY 1.6 GSX AUTO



1990, 50,000 miles, £2,195, 5 door, totally original even the carpet mats, full service history, will sell with new MoT, no rust, extraordinary condition inside and out, allegedly only 14 on the road 07970 873049, Devon

PEUGEOT

201



1929, £1800, Spares or repair, with engine and gearbox, all information and inscriptions in France in the museum archives, confirmed by the Peugeot Club in the UK. 07795 417745, Silsoe

205 GTI



1987, 115000 miles, £9500, New MoT, Phase 1, service history, cam belt & water pump done, new discs, pads, rear axle, exhaust. 07890 563281, Glastonbury

205



1989, 168000 miles, £1000, Recent exhaust, car has been 100% reliable, needs restoring & possible respray, call for further information. 017615 69058, Midsomer Norton

PORSCHE

911



1999, 130,987 miles, £10,500, ono, carrera 4 convertible, 6 speed manual. mot january 2021. service history missing upto 2011. need space for new project 07971 245162, northumberland

944 S2



1990, 144,890 miles, £7,750, ovno, For sale as not being used. Very good condition, long MoT. This is the 3 litre non turbo version. Strong engine, nice alloys. 07827 226564, Bucks

911 CARRERA TARGA



1983, 112,000 miles, £39,950, Well presented, well serviced condition with Porsche service book, pin stripe black interior, extremely original well cared for car, supported by both MoT and service history 01534 864073, Jersey (T) www.lerliche.com

986 BOXSTER



2004, 69,000 miles, £7,999, Manual, 2.7 facelift, silver black good spec, MoT 02/01/2021, no advisories, battery conditioner, waterproof cover new tyres plugs coil packs coffin arms service history, genuine sale reason 01386 830255, Worcestershire

BOXSTER



1999, 110,000 miles, £5,000, ono, Manual, full respray, new hood, leather seats, new 911 lights, ready for summer MoT 07973 763448, Essex

CARRERA GT LHD



2006, 21,063km from new, Basalt Black with Black leather, Just serviced at Porsche Centre, Stuttgart, Outstanding condition Stunning example 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

914



1970, 87000 miles, £4995, Very rare, with GT kit and RSR alloys, barn find and requires restoration, engine seems in good order, wheels move freely, steering is nice and light. 07786 778866, Reading

BOXSTER



2001, 74000 miles, £10750, Top Porsche specification car in superb condition with Porsche service history, over £6000 spent on new I.M.S bearing, radiators, so drives superbly. 07446 881808, Nottingham

928



1988, 58000 miles, £74928, Very rare, one of 42 cars made, massive history file, owned since 2012, meticulously maintained, unrestored, original car in superb condition. 07966 207865, London

928



1981, 121000 miles, £9750, Last gentleman owner (third long-term, PCGB member), not more than 1000 between MoT's since 2004-'05, MoT until Dec 20, new battery, dry garage stored. 07710 094522, Little Cornard

911



1998, 92679 miles, £26950, Pristine condition throughout, first of the water-cooled engines, 22 year old beauty is owned by a Porsche enthusiast, full service history, garaged every night. 07415 784529, Dawlish

BOXSTER



2000, 43000 miles, £10000, Mint inside and out, you will not find a Porsche as nice and well looked after for the year, 12 months MoT, history, dream to drive, number plate not included. 07946 383970, Dudley

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1976 PONTIAC TRANS-AM FIREBIRD, 400ci V8, rebuilt transmission, shaker hood, original build sheet, solid survivor car, new interior, imported 2018. £15,995



1972 TRIUMPH TR6, Red on Black, new hood, tonneau, last owner 21 years, great car that sounds amazing, good history.....£17,995



1962 TRIUMPH TR4, UK car, Powder Blue on 2 tone 1/2 Blue leather & Grey Nubuck, resto in 02 many new panels, 87mm Unleaded head, now fitted with fully reconditioned and warranted G/box & O/drive unit.....£22,995



1958 TRIUMPH TR3A, Signal Red on Black, 2088cc, twin carb, previously restored, 4 speed + O/drive, fully painted underneath£32,995



1970 TRIUMPH HERALD 13/60 CONVERTIBLE, white on black, very nice car, drives great, huge history file.....£6,995



1965 MERCEDES 230 SL PAGODA, Signal red/Houndstooth interior, new S/S bumpers, new alloys, very smart car throughout.....£69,995



1965 MGB ROADSTER, Iris blue with black leather, restored 2010, Overdrive, beautiful car. £13,995



1973 MGB ROADSTER, overdrive, chrome bumper, massive history file, MOT's from 77 to date!. £7,995



1970 MORRIS 6CWT VAN, 1098CC, over £5K spent in 2018, welding, panels, paint & mech. Green on black, tow bar, 123 ignition £7,995

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1956 AUSTIN A35, 2 door, Black with White stripe, very original car, fitted Rostyles (originals included) drives well, good clean car.....£4,995

1958 FORD ANGLIA 100E, 1172cc 2 owner car, very original condition in & out.....£4,995

1963 MG MIDGET MK1, big bumper model, green on black, bucket seats, wire wheels, roll bar, removable hood frame.....£5,995

1964 MGB ROADSTER, pull handle, O/E White on Red leather, new Black soft top, lovely car throughout.....£16,995

1967 AUSTIN HEALEY SPRITE, British Racing Green, Outstanding little car, Totally refurbished £8,995

1969 MORRIS PICK-UP 998CC, recently refurbished body & full respray, thousands spent in 07/08 on parts.....£12,995

1970 AUSTIN 1800 MK2 LANDCRAB, Beige on black interior, only 5K in 11 years, very nice car, drives well.....£6,995

1972 FORD F250 EXPLORER LONG BED, 360ci (5.9) 3 speed auto, Great patina truck, drives well.....£12,995

1990 VOLVO 740 GL AUTO ESTATE, white with grey & blue interior, huge cargo space, 117K, new MOT.....£2,995

1993 ASTON MARTIN VIRAGE 5.3 V8, only 4 owners and 64K gen miles, stunning BRG on cream leather (reconalised) upgraded wheels, tyres & suspension.....£39,995

1994 MERCEDES E220 COUPE AUTO, 109000 with huge history file, Nautical Blue on Beige, new MOT.....£3,995

1995 JAGUAR XJ6 AUTO 3.2, Genuine 65K miles, deep red on grey leather/fabric, car is in outstanding condition.....£2,995

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1992 MAZDA MX5 Mk1 EUNOS very good in black with tan leather interior, recent cambelt, sweet engine, s/s luggage rack, superb drive, valuable registration..... £3,450



1973 TRIUMPH STAG Mk2 lovely in Sapphire Blue, excellent interior, bare metal re-spray, manual with overdrive, s/s exhaust, running beautifully with MOT, hardtop available...£14,950



1956 FORD PREFECT 100E attractive starter classic, runs well, tidy body, very good interior, recent clutch hydraulics, extras include sun visor, spot lights etc, some history.....£4,950



1977 LAND ROVER SERIES 3 very tidy straight example, sound with very good paint, excellent interior, running well, nice reg., V5C.....£9,750



1960 VOLVO 122S very good throughout, rebuilt B16 engine, lovely interior, recent carbs rebuild and MOT, spares.....£7,950



1988 FORD SIERRA 1.8LX timewarp car in excellent condition, great bodywork, lovely interior, possible low mileage, recent cambelt and waterpump, MOT.....£2,950



1975 TRIUMPH TR6 lovely in French Blue, restored by Rawles Motorsport, excellent body, paint, interior, and hood, hardtop available, extensive history.....£19,950



1971 MORRIS MARINA 1.8S timewarp unwelded condition, sweet engine, teal blue with limeflower interior, low mileage, history, recent brakes, manuals.....£4,950



1931 AUSTIN SEVEN BOX SALOON long wheelbase example is sound with nice patina, retrimmed, engine rebuilt in 2015, drives and stops well, some history.....£7,950



1985 BMW 320i BAUR CABRIOLET restored in 2018, brakes and suspension overhauled at same time, good service history, recent DAB radio.....£3,950

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1969 DAIMLER SOVEREIGN

ENGINE 4235cc/6-cyl/DOHC POWER 245bhp@5500rpm TORQUE 283lb ft@3750rpm
MAXIMUM SPEED 126mph 0-60MPH 10sec FUEL CONSUMPTION 12-17mpg
TRANSMISSION RWD, three-speed auto MoT September 2020 ODOMETER 70,076 miles

WHAT'S IT LIKE TO DRIVE?

The car starts after a couple of churns on the starter and bursts into life with a delicious roar. All sounds good as you move the automatic gear selector into first; the Daimler drives extremely well with no slipping or hesitation from the transmission. The kickdown works properly, too. The engine feels smooth, the steering surprisingly responsive and the suspension taut – no worn bushes here. The ride is excellent and the brakes are very good, pulling the car up in a straight line with no fuss. It handles credibly, with no significant body roll.

BODYWORK CHECK

Try as we might, we could find no bodywork issues. The floors are sound and there's no evidence of bodging on the sills. The paint is good and doesn't seem to be covering up any horrors, even around the wheel arches where you would normally expect to find at least some rot. The doors, which also show no signs of rot, close as they should and the front valances are sound. The vendor will fit a new bonnet mascot

BODYWORK
No obvious rot
Good chrome

INTERIOR
Needs new headlining
Serviceable carpets

MECHANICALS
Performs well
Not much history

prior to sale, but the rest of the chrome – including, thankfully, the huge radiator grille – is in good condition. Aftermarket spotlights are fitted and the tyres have plenty of tread.

HOW'S THE INTERIOR?

The headlining is very unhappy to say the least; someone has run amok with a staple gun in a bid to tackle sagging and there's a section missing from around the nearside C-pillar. The only real option is a new headlining, for which the vendor reckons you'd need to budget around £500. On a happier note, the seats would respond well to light refurbishment work, the wood is in good order and the instruments are all present and correct. The heater and fan

work fine and the carpets are serviceable.

UNDER THE BONNET

Nothing appears to be amiss here. The car runs well with no smoking, oil pressure is good and the gearbox and suspension show no problems. All looks fine in the clean and leak-free engine bay, – all the wiring appears to be in good order and the brake and clutch reservoirs look like recent replacements. Fluids are up to the correct levels, there's no rot or surface rust anywhere and the radiator looks to be in good order.

THE CCW VIEW

You could be forgiven for being mildly suspicious that all is too good to be true with this car, though the history file shows the purchase receipt but no evidence of recent work. The online MoT history looks good and the car, which is a Jaguar 420 in all but name and appears to have had one owner since 1971, is tested until September 2020. Headlining issues aside, this is a highly appealing classic at a more than reasonable asking price.

Nick Larkin

- ✓ **PROS** Strong mechanicals, sound body and paint
- ✗ **CONS** Little history, needs a new headlining



New headlining and carpet shampoo would lift interior.



All seems fine in the engine bay, but history is negligible.

BUY IT FROM Peterborough Classic Cars, Thorney, Cambridgeshire
PE6 0SA. 01733 270227, peterboroughclassiccars.com

944



1983, 73000 miles, £5995, Excellent condition, current MoT runs out in August 2020, thick file of service history, bought this car early this year, interior in excellent condition. 07599 134449, Wrexham

996



2002, 84000 miles, £19500, Full history, 6 speed manual, please call for further details. 07798 505151, Farnborough

944



1990, 95500 miles, £12500, Truly stunning, very original, unmolested, new MoT passed in November this year, comprehensive service history, extensive folder of history, lots of receipts. 07500 427421, Sevenoaks

997



2005, 69000 miles, £20000, Only 3 previous owners, owned this car for 3 years, in exceptionally good order, excellent paint work, interior is very good, 2 keys, history file, no oil leaks. 07462 333209, Sturminster Newton,

BOXSTER



1999, 100000 miles, £8995, 2.5 tiptronic, done just under 400 miles since a full engine rebuild, full leather interior, is in immaculate condition, very early model, very high spec, perfect. 07768 625713

RELIANT

LX ROBIN



1999, 69,000 miles, £1,800, ono, Manual, MoT Dec 2020, loss of garage forces sale, please call for more information 07544 044369, Mansfield

SCIMITAR



1978, 128266 miles, £3495, Engine fully refurbished 2004, recent new alternator, new water pump, refurbished radiator, serviced by Queensbury Road Garage since 2001, driven regularly. 07817547601, Cambridge

RENAULT

ALPINE A610



1994, 64000 miles, £22000, Fully restored, owned by me for seven years, comes with a full service history, full body restoration by Renault Alpine tuning services, complete respray. 07885 115214, Droitwich



1988, 50000 miles, £1000, Currently in use, very good condition for it's age, had for about 3 years, MoT until April 2020, runs well, structurally in very good condition, could do with some TLC. 07951 866580, London



1989, 42000 miles, £2390, FSH, 12 months MoT, 1 former keeper, garage kept from new, exceptional condition, completely rust free, drives superb. 01435 865769, Waldron

ESPACE

1990, 109300 miles, £1750, Been in my family over 20 years, sold for a long time as was MoT'd for use in 2019, I've lost that since the test ran out in December 2018, full logbook. 07565 731666, Stoke-on-Trent



1989, 79000 miles, £7000, Imported from Alicante, totally rust free, never welded, reliable engine, 4 speed all synchro gearbox, totally reliable, trouble free, delight to drive, much admired. 02089 425151

8 GORDINI DACIA 1100



1970, 5,800 miles, £1,750, ovno, Lhd, complete car, registered in UK, with log book, requires restoration welding floors corroded bodywork needs attention, chassis is fine viewings available, could deliver in UK, 07866 659677, Essex

RILEY



1968, 88275 miles, £9300, Restored in last 6 years, walnut dash, leather seats, always garaged, not seen rain in 12 months, complete respray, engine rebuild, been in a couple of shows. 07702 192307, Totland

RMC



1950, 60000 miles, £45950, Very rare, one of only 507 ever produced, superb condition throughout, reliable, easy to drive, head turning classic, full MoT(not required), extensive history. 07710 613070, Hayling Island

ROLLS-ROYCE

CORNICHE CONVERTIBLE



1974, 18,000 miles, £125,000, Blue Diamond Silver with contrasting Cotswold Beige hide and a dark Blue mohair hood. Upgrades include HBE roll bars and CD head unit. This is as good as it gets 01737 844999, Surrey (T) www.rsande.co.uk

SILVER SPIRIT



1982, 80,000 miles, £1,500, ono, Complete car, non runner, needs some TLC, more info on request, spares/repairs 07585 355024, 01659 74698, South Lanarkshire

SILVER SHADOW



1972, 20,000 miles, £44,950, Full and comprehensive history file, we have been servicing and maintaining it since 1993, in 1994 it won a class win at the RREC national rally and went on to win masterclass and many other awards 01737 844999, Surrey (T) www.rsande.co.uk

SILVER SPIRIT



1983, 54000 miles, £8775, 3 previous owners, MoT Feb 2021, excellent service history, pristine example, drives beautifully, bodywork is in immaculate condition. 07564 048876, Kettering



1989 RENAULT 4TL 1108cc
MILEAGE 79,000 PRICE £7000 TEL 02089 425151 (SURREY)

LHD, imported from Alicante, totally rust free, never welded, reliable engine, 4 speed all synchro gearbox, totally reliable, trouble free, delight to drive, much admired, cheap to insure/tax, 50mpg economy, 12 enjoyable long journeys into France in last 4 years, very rare especially in this condition, long MoT, truly regretted sale. (SC 2885)

SILVER SPIRIT



1989, 98000 miles, £14500, Burgundy, three former owners, full service history, two books, stamped back to 1989, MoTs back to 2005, original paintwork 07528 139097, Frodsham Park Homes

SILVER SPUR



1988, 80360 miles, £19995, Perfect wedding car, MoT due 15th May 2020, 4 owners, purchased by me in 2010, new battery fitted in 2017, over £5400 spent with Rolls-Royce specialists. 07885 330200, Southwater

ROVER

220 COUPE



1993, £1,250, ono, 2L non turbo. Previous owner since 1994. Well maintained. T bar glass roof with original bag. Leather interior. Long not. Run & drives well. Very clean throughout. 07768 047070, Surrey

416 GSI AUTO



1991, 38,000 miles, £1,750, ovno, Very good condition. No rust. Azure Blue. Auto, pas, cw, el, em. Sunroof blue dash seats and carpet Rover, radio cassette good tyres, recent service exhaust and cambelt MoT Sept 2020 very nice car 07565 102104, Manchester

75



107,900 miles, £950, ono, W reg. BMW engine. 107900 miles. Exc condition. Cloth seats. Adj steering. Front elec windows. Radio cassette and CD multi changer. Air con. Alloys. Recent tyres. Brilliant car. 07415 864825, Cheshire

P4 95



1963, 47,000 miles, £7,500, ovno, Sound body & chassis. Completely recommissioned from brakes to tappets. A & B posts welded. Clean MoT. Good interior & leather, paint and chrome presentable. New tyres. Power steering fitted 01424 219920, East Sussex

PSB 3.5 COUPE



1972, 34,000 miles, £12,500, Auto, LPG conversion, also runs on petrol, very good leather, seats, carpets, headlining and bodywork, large history, heritage certificate, drives well 01843 592168, Kent

P4 100



1980, 100,000 miles, £7,999, The car was well used and looked after, 28 old MoT's, new recon steering box, new water pump, recently serviced, the vehicle has a good registration number, px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

P5



1965, 46000 miles, £15000, Overdrive, beautiful condition inside and out, MoT exempt, please call for more information. 07429 099346, Spalding

P6



1971, 92000 miles, £8250, Excellent condition, superb colour with black vinyl roof, huge history file, drives very well, solid as a rock, no corrosion, only used for shows and Sunday drives. 07775 432416, Aldershot

MINI



1989, 120000 miles, £3000, good cond, MoT till april 2020 07771 391353, Porth

827



1990, 79046 miles, £2500, Luxury, excellent condition, top of the range executive model, all the features, everything electric, great runner, has its MoT, owned it for 3 years. 07946 154305, Chetnole

400



1991, 38000 miles, £1750, Very good condition, no rust, PAS, CW, EL, EM, sunroof, radio/cassette, good tyres, recent service, exhaust and cam belt, MoT Sept 2020, very nice car. 07565 102104, Swinton

MINI



1995, 54317 miles, £3995, 3 owners, service history, good condition, desirable colour, serviced and maintained by myself, nothing is needed on my Mini, reluctant sale. 01208 72458, Bodmin

MINI



1990, 54000 miles, £3600, I've owned the car for 10 years and enjoyed every minute, well looked after, comes with loads of bits and bobs, currently has no MoT, spare keys. 07920 133488, Metheringham

MINI



1988, 98,300 miles, £3,500, Offers over, Limited Edition, very rare, 3 owners from new, MoT till 19th Dec 2020, recently tuned, garaged all the time when not in use, runs very well, starts first time. 07711 149816, East Sussex

SAAB

9-3 2.0 AERO 2 DOOR



2004, 83,000 miles, £2,999, 4 new tyres fitted, sports aero body styling, larger alloy wheels, plus two tone leather seats. The car is described by the vendor as an exceptionally good looking car that runs and drives very well 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

900



1989, 52000 miles, £14000, Immaculate car, on SORN since 2002, full service history, been kept garaged since she passed away in 2002, started regularly, will have a new MoT on sale. 07977 469156, Farnham

SINGER

VOGUE



1964, 26,000 miles, £7,500, ono, Recent MoT, never needed renovation, excellent chrome and interior, need a good polish 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

SQUIRE

ROADSTER



1989, 40,000 miles, £18,950, One of only ten built by Vicarage car company under licence. This is not a kit car. Alfa 2 litre twin cam engine. All alloy body and wings. Connolly leather, weather equipment. Call Dave 07984 431221, Derbyshire

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VILLIERS CLASSICS



76 VW Devon, elevating roof
£15,750



Austin A95 Westminster 1957,
hard to find now, lovely old car



1979 MG Midget, entry level
classic £2750



1964 Heinkel Tourist, 4 stroke with dynastart.
Show condition and ready to use. £6950



1955 Morris Isis
runs and drives well £3450

Coming soon
1985 Argocat 8x8
1998 XKR Superb
2 door Rolls Royce



2016 GBS Zero, incredible build
quality £12,750



1932 Morris Minor.....runs and
drives. £6250



Rolls Royce
Cloud III,
Top Quality
£45,000



1964 Anglia rolling shell lhd.
Missing engine. £2850



1990 John Cooper RPS Mini
1275, Limited Edition £8250



Land Rover
County.
62 plate.
Superb
£27,500



1992 Turbo R.....fabulous



1951 Ford Vedette beetle back. Flat
top V8 Project. Very Rare. £3250



1993 Jaguar XJR. A very rare
motor car £3850



Ford Cortina Mk1 2 door
project. lhd.....uk reg. £4950



1985 Mercedes W123 280TE estate, fabulous
motor car with leather & sunroof £90A



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CHASING CARS

1963 FORD GALAXIE

ENGINE 6391cc/V8/OHV **POWER** 300bhp@4600rpm **TORQUE** 427lb ft@2600rpm
MAXIMUM SPEED 118mph **0-60MPH** 8.3sec **FUEL CONSUMPTION** 13-17mpg
TRANSMISSION RWD, three-speed automatic **MoT** Exempt **ODOMETER** 37,146 miles

WHAT'S IT LIKE TO DRIVE?

The big V8 idles easily with a deep rumble and delivers effortless, creamy-smooth power. It doesn't rev very high or quickly but pulls easily with no unevenness. Gear selection on the column-shift is easy and it changes ratios cleanly. The power steering is super-light with many turns lock to lock, but there is no play. The rebuilt brakes are almost too sharp, grabbing with just a brush of the pedal, and it floats over bumps and wallows around corners... but that's just how they are. There are no clonks or rattles.

BODYWORK CHECK

The paint is, if nothing else, original, having been achieved through the weathering of many Alabama seasons. It was Heritage Burgundy when new, but the sunburned and wind-blown paint has now been sealed to protect it. The metal is mostly solid apart from a small hole in the bottom of the nearside rear door and adjacent wheel arch. The bumpers match the paint with a mixture of good chrome and patches of surface rust, and other trim – on the grille, wing tops, side strips and

EXTERIOR
Fabulous shabby
chic throughout

INTERIOR
No carpet or headlining
Blankets for seat covers

MECHANICALS
Overhauled engine
Rebuilt brakes

tailgate – is presentable, though the tailgate badge is missing. The steel wheels have recently been enamelled in black and wear new 215/75 R14 tyres. The tailgate glass can still be lowered from outside when the car is unlocked and the rear lights are fitted with LED bulbs.

HOW'S THE INTERIOR?

The beautiful dashboard has a period radio and excellent dash-top and the windows – including the winders for the quarter lights – work as they should. However, the rest is in a similar state to the exterior. The door cards are shot and there is no roof headlining. There's no carpet, either, but this does at least show the new gloss black paint on the sound metal floorboards following some

welding. The seats are covered with Mexican blankets because the original fabric is all but gone and there are no seat belts. Boot space is vast, however, with large stowage areas under lift-up panels in the floor.

UNDER THE BONNET

This car stood for several years in the US, but has had extensive recommissioning – including new main and big end bearings, a new camshaft, bearings and followers, front and rear oil seals and oil pump – after coming to the UK. The fuel hoses are new and the tank has been stripped and cleaned. The brakes and four barrel carburettor have been rebuilt and the exhaust is new. All perishable rubbers have been renewed and there is a new Yuasa battery.

THE CCW VIEW

This would be perfect for anyone who likes their big Yanks to have original patina. The look is authentic, but receipts for £15k of work show that this is a car that's ready to be used. In fact, the owner has just completed a 350-mile event in it.

Matt Richardson

- ✓ **PROS** Lots spent on mechanicals, cool factor
- ✗ **CONS** Shabby interior, niche re-sale appeal



Cool dashboard, but we wouldn't lift those blankets...



Mechanical refurb work cost someone a small fortune.

BUY IT FROM Percival Motor Company, The Old Forge, Pye Corner,
Ulcombe, Maidstone, Kent ME17 1EH. 01622 851841, percivalmotorco.co.uk

STANDARD

TEN



1935, 80412 miles, £5000, Restored in 1979/1980 from unusable condition by previous owner, fully roadworthy, drives well, chrome is original and in reasonable condition, lots of spars. 07909 681134, Staines

SUBARU

PICK-UP



1992, 47500 miles, £4200, MoT Sep 2020, good working order, spent all it's easy life on the same estate, some service records and all original docs, 2 sets of keys. 07401 028758, Monewden

SUNBEAM

RAPIER OVERDRIVE



1969, 36,000 miles, £3,995, ono, 1725cc. Blue, matching interior. New mot to be issued. No rust advisements. Good condition slight tlc. Drives well. Rare car. Ring for details and photos. 07743 425893, 01424 218639, Hastings

SUZUKI

SWIFT GLS 1300



2000, 170,000 miles, £1,700, ono, Manual, MoT 10/11/20, 5 door, 5 spd, g/box, electric windows, central locking, 1 owner from new, as new, good first car 07565 333319, Dumfries and Galloway

TOYOTA

LANDCRUISER FJ 45



1974, £23,500, Long wheel base pickup, 2f engine, 5 spd g/box, body off refit, new doors & wings, original reupholstered seats, new headlining, recent exhaust & headgasket, MoT'd tax exempt, solid, usable, lots more 07717 206358, Essex

SPORT 800



1968, 74,986 miles, £37,950, Has recently been imported from Japan, in extremely good original condition. needing some slight cosmetic attention to rubber trim seals 01534 864073, Jersey (T)

MR2



1992, 44235 miles, £1250, Nice appreciating classic, loads of history, lovely to drive, has recently been serviced, brakes overhauled, clutch replaced, new alloys, tyres, new battery. 07586 000111, Gateshead

CARINA



1992, 30000 miles, £3395, Time warp example, original book pack is also present, only had 2 previous owners, interior is unmarked, spare wheel never been used, original wheel trims. 07491 444737, Leeds

MR2



1992, 79000 miles, £5999, Excellent, clean, original example, T-bar, only 2 owners, much of it's life has been spent in Athens, UK car, large pile of service history, clutch August 2018. 07768 333810, Cheersley

CELICA



1978, 0 miles, £18995, Fitted with 18RG DOHC engine, 5 speed, restored about 8 years ago by Bob Clarke a well known Toyota restorer, lots of money spent, list available. 07491444737, Leeds,

TRIUMPH

DOLOMITE 1300



1981, 22,000 miles, £5,175, or best offer, Inca yellow, black cloth. MoT Apr 20 22000 miles, loads of history inc original sales invoice Unmolested, bodywork excellent condition repaint 2015 Rustproof when new Survivor in excellent condition. 07770 081604, Wiltshire

SPITFIRE 1500



1975, £4,500, Good condition with many upgrades and new parts Hardtop and soft top overdrive MoT until end of April Nice car can be driven while being improved, 07922 057587, Oxfordshire

TR4



1963, 3,560 miles, £18,000, ono, LHD within recent mileage, comprehensive, mechanical upgrade rebuild by TR professionals. All bills available in support. All original equipment with vehicle eg. seats, bumpers etc. 07931 357630, West Yorkshire

STAG



1974, 73,000 miles, £8,000, Manual, O/D restored in 1988 at 69K mls, requires respray and bumpers rechrome. Good solid stag, new fuel tank & tyres fitted, drives well, 12 month MoT, please call 07768 144483, Manchester

TR6



1974, 18,000 miles, £24,950, Ground up restoration, full photo record, receipts in excess of £10,000, twin SUs, 5 speed Triumph box, MoT & tax exempt, superb, worth a look 01761 470607, Bath

TR6



1972, £19,995, Original UK 150 BHP, red with black trim, 5 speed gearbox, drives very well with extractor manifold and overhead linkage kit, will come fully serviced with 12 months MoT 01487 842168, Huntingdon (T) www.trgb.co.uk

GT6



1972, £10,750, ovno, Very good condition, overdrive, fully rebuilt balanced hillclimb engine TR6 head TR5 PI induction, too much to list! Full discs, rare alloys, very fun to drive, sounds great and pulls like a train! 07882 969747, London

SPITFIRE LHD

1962, Green, ex California, need complete restoration, reduced to £3750, call Paul if seriously interested 07593 438955, Surrey

1966 TRIUMPH TR4A
PRICE £21,995 (T) TEL 07761 549454 (LANCS)

Signal Red with Black trim, chrome wires, overdrive, hood, UK car, lots of history, heritage certificate, great car, (Trade). www.ah-classic-cars.co.uk (SC 3221)

2000



1973, 66850 miles, £3500, 5x alloy wheels (Stag type) in excellent condition and very good tyres, never been laid up or stored, always been on the road, used regularly, 3 previous keepers. 07443 935659, Threemilestone

STAG



1972, 55000 miles, £14500, 3L V8 engine, very low mileage, been in same family since 1999, £10k spent on the body & paintwork, interior needs some TLC, new clutch & battery. 01382 580727, Pimperdam

TR6



1974, 65500 miles, £16750, A genuine overdrive car rust free which starts easily, has great oil pressure and idles very smoothly in shiny French Blue. 07936 828901, Inverkeithing

STAG



1972, 130000 miles, £16000, Very original, 2 owners, fully restored in 1990, sensible upgrades and extras, beautiful, painted under body and protection, now MoT exempt. 07816 988814, Skipton

SPITFIRE



1975, 135000 miles, £4500, Older restoration, still a tidy car inside/out which would benefit from an enthusiastic owner ready to take it to the next level, running well, currently with MoT. 07922 057587, Brize Norton

SPITFIRE



1973, 5400 miles, £1500, Restoration project, been dry stored for over 20 years, has had all work on the underside done, comes with hard top, very good car, rust free car. 07904 062027, Failssworth

1500



1977, 68000 miles, £8500, Very smart, just completed the London to Brighton Rally with no issue, complete body off and chassis up restoration with great attention to detail, new respray. 07595 218457, Redditch

DOLOMITE ROADSTER



1970, 36000 miles, £11000, Beautiful machine, fully undersealed and ready for all year pleasure, loved driving the car, she sounds amazing, always attracts lots of admiration. 07424 879978, Glasgow

TVR

GRIFFITH 500



£23,995, One of the most iconic British Sports cars of its time, 2 owners since new, current owner since 1999, only 45818, finished in stunning blue coachwork, cream leather interior, blue mohair roof 01992 827157, 07711 630348, Essex

VAUXHALL

CAVALIER



1995, 89000 miles, £1000, Limited Edition, 1 of 14 left on the road and decreasing by the day, not your usual project car, fantastic example, well loved classic, all handbooks, both keys, FH. 07837 192953, Atherton

VOLKSWAGEN

GOLF GTI



2001, 91,208 miles, £1,000, No offers, Mk4, 3-door, 1 previous owner, immaculate and original. New MoT, no warning lights, all books 07392 372297, Norfolk

GOLF GTI MK3



1997, 80,000 miles, £3,250, ono, very original, well cared, in excellent condition, sunroof, c/locking, recent major service inc cam belt and brakes, long MoT, original book pack, document file, 2 keys, tool kit, private sale 07710 968292, Lancashire

GOLF



1999, £1,899, Electric windows, power steering, power hood, 2 keys, remote central locking, ABS brakes, 16" BBS alloys, in black, the hood is in good condition, also heated back windows, fitted stereo 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

TYPE 3



1971, 40180 miles, £12000, Engine and interior genuine and in excellent condition, body needs minor work, full service history, MoT, dry car, comfortable, drives perfectly. 07931371670, Great Missenden

GOLF



2005, 29000 miles, £7295, Super condition inside and out, is in fantastic condition, thousands spent on keeping it mint, stamped service book, 4 new Yokohamas, unmolested. 07770 223418, Gayton Wirral

BEETLE



1970, £7450, Cal look Beetle, ground up rebuild, paintwork is still wonderful, drives well, lowered, Porsche seats & wheels, every day driver. 07939 226075, Rainham

BEETLE



1963, 87000 miles, £12400, Ruby red, genuine mileage, fitted with a number of rare accessories, fantastic condition throughout, viewings welcome. 07496 354199, North Carlton

1200



1985, 58000 miles, £4750, Very clean under the bonnet & inside, plenty of work recently done, passed latest MoT with no advisories, recent service, ready to go. 07400 324467, Sheffield

BEETLE



1958, 54000 miles, £15000, Working semaphore indicators, 6 volt, matching numbers, original floor pans & mats, lots of extras, slightly lowered, drive great. 07704 612615, Holbeach

GOLF



2002, 42000 miles, £7500, Well cared for example of one of the best Mk4 Golfs ever made, clean, MoT till 31 July 2020, 2 previous owners, absolute joy to drive, service book, receipts. 07838 493002, Worthing

1200



1965, 58495 miles, £10500, Original UK import, been resprayed in her original colour, front seats have been re-upholstered, rest of the interior is totally original, starts/runs beautifully, rare. 07976 717933, Exeter

GOLF



1981, 183732 miles, £20000, Meticulously finished restoring in 2012, everything has been given rust protection, runs fantastically, been garaged since restoration. 07776 316592, Braunton

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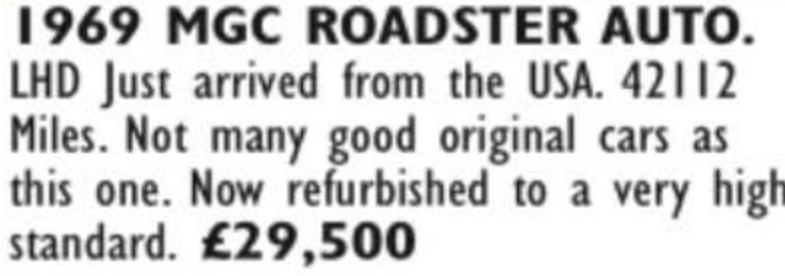
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TRIUMPH TR7 CONVERTIBLE
1980. Arriving soon from the USA. 38,271 miles. Not many as good as this one **£12,950**



MORRIS OXFORD 1928 12 HP CONVERTIBLE. Just arrived carefully restored to a good standard by the same owner for 40+ years but never used on the road. May need a light re-commission. **£11,950**



1969 MGC ROADSTER AUTO. LHD Just arrived from the USA. 42112 Miles. Not many good original cars as this one. Now refurbished to a very high standard. **£29,500**



LANCIA FLAMINIA 1963. 3B PININ FARINA 2500cc car from the USA. For restoration. **£12,950**



DAIMLER DART - SP 250 BODYSHELL. In good undamaged condition **£2,950**



AUSTIN HEALEY SPRITE MK1 LHD. Arriving soon from the USA for restoration. **£6,950**



MORRIS OXFORD 1928 12 HP CONVERTIBLE. Just arrived carefully restored to a good standard by the same owner for 40+ years but never used on the road. May need a light re-commission. **£11,950**



1960 3.8 JAGUAR XK 150 FHC. Arriving soon from the USA. Solid bodywork. Restoration started. **£POA**



AUSTIN HEALEY 3000 1958, LHD. Ideal parts or restoration. With ID. **£5,450**



1952 FORD TRUCK. Flat Head V8 Arriving soon. Very original & Solid. **£11,950**



DKW F12 CONVERTIBLE 1962. Rare little car for restoration. No engine. More details on request. **£1,750**



JAGUAR MK IV 1948 3 1/2 LITRE. Original RHD car just arriving back from the USA. More details on request. Rust free & very original. Perfect for restoration to the highest standard. **£POA**



MG TF 1250 1954. Arriving soon for from California. Lovely usable car. **£27,950**



JAGUAR 420G 1968 RHD. 59,000 mile car just arrived from the USA. Original RHD. Has some rust but bodywork very good. nice original interior. **£7,950**



JAGUAR MK II 3.8 AUTO 1961. LHD import. Solid straight original bodywork. Good restoration Prospect. Matching number car. **£5,950**



JAGUAR E-TYPE V12 COUPE 1971 AUTO. LHD Californian Import. Extensive Restoration nearing completion. Very sound original Low Mileage straight car. **£59,500**



JAGUAR E-TYPE S1.5 ROADSTER Just Arriving from the USA. One owner & unused since the early 70s. 25000 miles recorded. Rust free & 99% complete. Perfect for a nut & bolt Quality restoration. **£49,500**



SUNBEAM ALPINE 1963 LHD Just in from the USA. 2/63 Sunbeam Alpine. Missing engine. Needs floors but otherwise bodywork is good. **£2,950**

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Marvellous, fully restored with updates, part-ex considered **£29,950**



1954 MG TF absolutely superb, subject of £60k restoration a few years ago **£26,250**



1947 Alvis TA 14 just out of long-term ownership/regular use, paintwork poor, hence price ~ only **£19,950**



1932 Morris Minor 2 Seater Special for light restoration **£5,995**



1925 Austin 7 'Pram Hood' Chummy, well restored car, bargain price **£15,950**



1937 Austin Big 7, very original oily rag in good running order, **£3,800**



1980 MGB Roadster with overdrive in excellent condition **£6,750**



1966 Morris Minor 1000 Excellent, very original, superb underside **£6,950**



1933 Austin 7 Special Delightful 4 seater in great condition, **£9,950**



ASKING
£6995
PRICE

CHASING CARS

1973 TRIUMPH SPITFIRE MKIV

ENGINE 1296cc/4-cyl/OHV **POWER** 63bhp@6000rpm **TORQUE** 69lb ft@3500rpm
MAXIMUM SPEED 90mph **0-60MPH** 16.2sec **FUEL CONSUMPTION** 30-38mpg
TRANSMISSION RWD, 4-speed man + o/d **MoT** 12 months from sale **ODOMETER** 41,519 miles

WHAT'S IT LIKE TO DRIVE?

This Spitfire starts readily on full choke and ticks over smoothly within minutes as it warms through. The clutch is firm but not heavy and bites at just over half travel, while gear selection feels positive, with no slop through the stick. The vendor has replaced the rear exhaust box (which emits a rather sporty note) and the steering offers plenty of feedback. Uneven road surfaces don't faze the suspension, which works well with no rattles. The engine surprises by providing ample performance without having to rev it hard and the overdrive engages on demand.

BODYWORK CHECK

The original Mimosa Yellow paint is bright with just a few small marks, including one on the rear of the offside front wing, a minor blemish on the bootlid and a tiny touched-in stone chip in the bonnet. Both chrome bumpers are excellent, though the door handles are showing their age; a perfectionist may also want to repaint the silver brackets that secure the chrome boot lid rack. Close inspection of the

EXTERIOR
Good panel gaps
Solid floor/arches
INTERIOR
Replacement carpets
and seat covers
MECHANICALS
Well-sorted
Working
overdrive

underside shows evidence of a couple of minor patch repairs, but the floor is well protected from stem to stern with a light and even application of underseal. Overall, this Spitfire is a solid example with a quality finish and exact panel gaps.

HOW'S THE INTERIOR?

The previous owner invested heavily in the carpets – which show little wear – and replacement seat covers. The vendor will look to rectify the small split along the seam in the driver's seat back cover where it has caught the seat belt buckle prior to sale. All of the dials and gauges operate correctly – apart from the Smiths clock. The door cards and trim panels are in great shape, replacement

sun visors have been fitted, and the soft-top's as-new condition matches that of the tonneau.

UNDER THE BONNET

The area is clean and could be lifted to show standard with little effort. The alternator and both brake and clutch master cylinders are obvious recent replacements. The vendor has carried out a service and fitted new ignition leads and a replacement electric washer pump. There are no oil or coolant leaks. The history file contains MoT certificates dating back to 1987, confirming that this Spitfire has covered just 20,000 miles in 32 years. Workshop and owner's manual are also included, along with invoices collected by the last owner of nine years.

THE CCW VIEW

This Spitfire is honest, tidy and priced well. There's plenty for the hands-on enthusiast to improve, but the solid panels and bright paint make for a good base. Overall, it's well prepared, with no mechanical niggles – ideal for a first-time classic buyer. **Grant Ford**

✓ **PROS** Overall condition, drives well, price
✗ **CONS** Odd paint blemish, seat cover repair needed



New carpets and seat covers have been fitted recently.



Revv'y 'four' has just been serviced with new leads.

BUY IT FROM Orchard Classics, Orchard Business Park, Arundel, West Sussex BN18 0GA. 01243 555595, orchardclassics.co.uk

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GOLF



2003, 52000 miles, £4995, Excellent, one lady owner example of this potential classic, full main dealer service history, PAS, central locking, climate control, CD multiplayer. 07711 636060, London

VOLVO

P1800

1964, £45,000, Black nut and bolt restoration to the highest standard, LHD, ex California, please call if seriously interested 07593 438955, Surrey

164E



1973, 96,800 miles, £8,995, The six-cylinder luxury saloon from Volvo was launched at the Geneva Salon exactly 50 years ago, rare items include original fully working Volvo radio, original half moon shape spare fuel canister 01908 270672, 07889 805432, Bucks (T) www.classicmobilia.com

145



1974, 20000 miles, Rare model, long load space, B20 engine, needs major restoration, please call for further details. 07512 007762, London

AMAZON



1967, 33447 miles, £2500, Two sets of wheels and tyres, new disc and brake lines, does run but has a bit of work, welding, electrics and interior, please call for more information. 07834 552017, East Preston

440



1989, 23500 miles, £1995, One owner from new very low miles 07894 091315, Plymouth

C70



2000, 64500 miles, £2000, 2.4 non turbo manual (rare), 3 owners, myself for the past 19 years, very very good condition for a 19 year old car, dealer service history. 01269 845195, Llanelli

1800S



1969, 34796 miles, £30000, Been fully restored and as a result is a very original and stunning looking Volvo, everything works as it should. 07880 242324, Biggin Hill

850



1996, 80000 miles, £8500, Fabulous condition, MoT until Oct 20 with no advisories, totally original, major service, Japanese import 2017 and in fantastic condition. 07793 460612, Hampton Hill

V70



1998, 207000 miles, £3995, Reasonable service history, spent quite a bit of money on it, MoT until the end of September, drives lovely, 75 left on the road now. 07747598727, Bournemouth

S70



1997, 140000 miles, £1995, Ex Hampshire Special Branch vehicle, cloth interior, Webasto glass tilt/slide sunroof, police map, fitted a leather steering wheel, very well maintained. 07747598727, Bournemouth

WOLSELEY

1500



1960, £4,950, Has MoT, a good sound example showing 85000 miles 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

HORNET



1931, £29,950, Given a 'body off' restoration including the engine being stripped and rebuilt and much more besides, Rebuilt frame then re skinned with aluminium 01794 390895, Hants/Wilts (T)

15/45 TOURER CONVERTIBLE



1927, 5,800 miles, £10,000, or best offer, imported from Belgium, kept dry in museum, garaged, never restored original condition, tax/MoT exempt, no rust, suitable for business/weddings, viewings available in Harlow, could deliver anywhere in UK 07866 659677, Essex

CARAVANS & MOTORHOMES

BEDFORD CA DEBONAIR



1967, 58,000 miles, £4,000, or best offer, First custom built motorhomes. Was used in a Monsoon Ad also as a live-in vehicle, mobile Joke Shop and most recently a mobile bar. Shop to rear, bed-sit at front. Needs TLC. Desirable no. plate - VAN 07564 130158, Brighton

BEDFORD RASCAL BAMBI CARAVAN



1986, 90,200 miles, £2,300, ono, Starts and drives nice, many new parts, lovely condition inside & out, gas cooker, fridge & sink, very good mechanical order, long MoT 07748 744262, Hampshire

VOLKSWAGEN T5 TRANSPORTER CAMPERVAN



2006, 42,700 miles, £17,250, ovno, Minimal use of camping interior. Cooker, sink, fridge unused. Flammia canopy/unused towbar. MoT no advisories. New front tyres/brakes. Lovely condition throughout 07717 315164, 01953 498287, Norfolk

COMMERCIAL VEHICLES

AUSTIN METRO VAN

1985, 45,000 miles, £2,000, Pale green, manual, ex Southern electricity board van, in need of some attention, several spares included, well worth project 01482 641166, 07939 885659, East Yorkshire

BEDFORD CA PICK UP



1963, 55,000 miles, £15,000, Tax and MoT exempt, 4 owners from new, excellent body work, runs and drives faultless, ready to show 07811 096017, Bradford

FORD TRANSIT

2001, £1,095, ono, 2.4 diesel, high top, long wheel base van, ex railway crew bus, long MoT, would make ideal campervan, might consider PX 07963 777762, Oxfordshire

FORD TRANSIT CONNECT



Have two, 06/57, both need attention. £295 each 07743 370641, Staffordshire

METRO CAB TAXI



2000, 205,598 miles, £1,500, Auto, 7 seater, 100% reliable, tested, 11 months MoT no advisories, good remarks from MoT, examiner new, chassis etc, thousands spent in past years, you won't find better, please call 01522 538397, Lincolnshire

MORRIS LD VAN

1963, £4,500, Blue, manual, walk through, high top with windows, diesel, needs windscreen frame repaired and respray, call evenings 01707 873042, Hertfordshire

VOLKSWAGEN CADDY PICKUP



2000, £1,450, Manual, grey trim, 1900 diesel good MPG, recent oil change, good tyres, tow bar, good runner, garaged, needs MoT, PX classic moped/car 01302 855370, 07837 773117, South Yorkshire

KIT CARS

GP BEACH BUGGY MK2 LWB

1972, £896, rolling project, 1500cc, swing axle, drum brakes, shell/bonnet (uncut bonnet/shell in faded gel coat), lights, rollbar, big wheels and tyres, etc. Can deliver anywhere mainland UK, 07855 542195, Lancs

SEBRING SX



2008, 5,000 miles, £23,000, ovno, 3.9 litre V8 Healey recreation by Sebring. Stunning car. Factory built. MoT October. Holly 4 barrel. Split rim alloys. Smiths clocks. 5 speed. Looks and sounds superb. under 5000 miles since build in 2008. 07582 012247, Cornwall

MOTORCYCLES & SCOOTERS

AJS 31 65CC TWIN



1960, 29,503 miles, £4,300, Black, in very good order, now too old to ride, please call. 01604 644089, 07808 839317, Northamptonshire

BEAMISH SUZUKI RL TRIALS 250CC



1980, £1,895, fully rebuilt and very competitive in classic trials and off-road. And safe. Good fun, keeps you fit 01376 343559, Essex

BSA BANTAM TRIALS

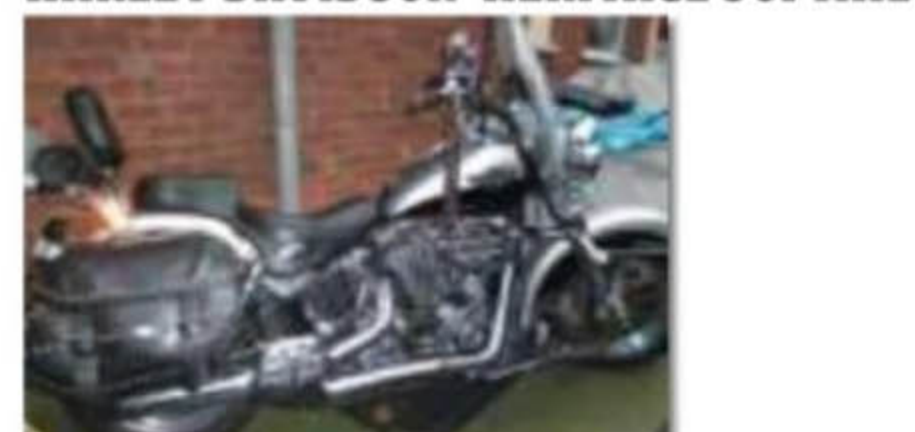


£2,300, ono, alloy wheels, tank. Electronic ignition, new rear tyre. 07816 561852, 01740 623765, Co Durham

CYCLE MASTER

£795, 32cc, inner post office trade bike, needs finishing. 01692 500988, Norfolk

HARLEY DAVIDSON HERITAGE SOFTAIL



2003, Stage 1 tuned, £4000 worth of extras, 15500 miles from new, excellent condition, part exchange for R75/80 must be fairly low mileage and good condition. 07761 056655, Yorkshire

HONDA CG125

2004, £995, No offers, In excellent working order and condition, very reliable 1st time starter, (RFL £20 per annum), MoT end Oct 2020. 07504 327299, Devon

HONDA SH50 CITY EXPRESS

1985, 15,202 miles, £700, Red, auto, MoT till Nov 2020, engine rebuilt with upgrade to 70cc, tidy for year, top box, 16" wheel step through moped. 07812 457484, Cornwall

JAMES COMET

1952, 2,000 miles, £2,250, all original and rebuilt, matching Nos and original 1952 reg with V5C, old log book and handbook. Girder forks, rigid frame and single seat. 01376 343559, Essex

MONTESA MH123



1984, £1,500, ono, New mudguards seat road reg, V5. 07816 561852, 01740 623765, Co Durham

NSU QUICKLY MOPED

£695, 49cc, over 60 years old, for restoration, complete and tax exempt.. 01692 500988, Norfolk

RALEIGH RUNABOUT (MOPED)



1966, £375, In original condition, starts by peddling, 20mph max, runs smooth, twist & go, fun to ride, comes with leg guards & chain guards, V5. 07818 835100, Cheshire

SUZUKI GT 185

1974, £1,000, Red. Bike stripped for rebuild engine in boxes. Frame + wheels sprayed 90%. No time due to other projects. Buyer collects. 07342 788120, West Midlands

TRIUMPH STA



1963, £5,350, ovno, matching nos runs been stood. 07847 480299, 0161 4274625, Cheshire

YAMAHA 600 FZR

£1,600, ono, SORN in garage for 2 years, excellent condition throughout, only done 10000 miles, looks like brand new, white and purple, MoT'd for 1 year, nice fairing, ring/see anytime, call for more photos. 0207 2863344, 07399 079132, London

YAMAHA YBR125 CUSTOM

7,600 miles, £1,400, ovno, Black. 2011. Full dealer service history. MoT till May 2020. Owned from new. 07549 865711, Bedford

OTHER VEHICLES

VOLKSWAGEN T25 TRANSPORTER 1.6 TURBO DIESEL



1989, 130,000 miles, £5,795, ono, VGC, LHD. Factory fitted power steering. New cambelt, clutch and starter motor. Recent service. 9 seats and belts. Spares inc. full set of wheels. Part-ex considered for complete running classic. 07738 404139, Derbyshire

PROJECT CARS

ARMSTRONG SIDDELEY STAR SAPPHIRE

1959, £4,500, Auto, blue/cream, for restoration, very good bodywork, some engine and interior parts missing, sills need repair, please call evenings 01707 873042, Hertfordshire

AUSTIN MINI MAYFAIR

1986, £500, Met blue, manual, for restoration or parts, needs some welding and paint, does run, phone evenings 01707 873042, Hertfordshire

AUSTIN VANDEN PLAS PRINCESS



1966, 79,626 miles, £4,950, ovno, Austin Vanden Plas Limo, 8 seats, glass partition. Long MoT, on the button, much mechanical work carried out recently, requires paintwork. No time wasters please. More photos available. 07768 981999, Surrey

FORD ESCORT MK5 SI

1997, 27,000 miles, £450, Met red, manual, 4 door, 1.6 SI, met red, no rust, needs petrol pump, please call evenings 01707 873042, Hertfordshire

JAGUAR X TYPE SPORT

2003, 94,000 miles, Open to offers, Manual, grey, 2 owners, 1st owner Gatwick Jaguar, I have owned since 2006, FSH, history file inc all MoTs, good tyres all round, very good condition for age, flow control valve failed so non runner 07875 166372, South Wales

MGB GT



1967, £400, Manual, complete car, V5 document, non-runner, early wheels, SU carbs, chrome bumpers, leather seats, ally bonnet, suitable for spares 01270 216024, Cheshire

MORRIS 1000 TRAVELLER



1963, 20,879 miles, £3,750, ovno, Reconditioned engine, brakes refurbished, new clutch, windscreen rubbers, door seals, mudguard seals (rear), parcel shelf, headlights & interior woodwork good cond, ready for restore 07740 579163, Monmouthshire

SUN 175CC MOTORBIKE RESTORATION



£750, No docs or V5C, collection only, spares or repairs, please call for more information 07719 020463, North Wales

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Having been in business for 50 years and advertising every week over that time, age and health has made the decision for me to retire. I will be closing the business in the New Year.

As an enthusiast, it is now becoming increasingly difficult to source and buy the very best examples, which sadly has hastened my retirement.

Over the last five decades it has been my pleasure to own and sell some exciting and beautiful motor cars. In that time it has been my privilege to meet and chat to many wonderful people, both as customers and

friends, who have also done me the honour of purchasing some iconic motor cars.

I will certainly miss the daily interaction with these people, some whom are regular visitors and have put up with my mediocre coffee!!

I have decided to sell the last of my collection of cars and people who have visited and my regular customers, will know these are prepared to the very highest standard by Paul in my workshops and Keith in the showroom and must be arguably be some of the very best examples available today.

The last remaining motor cars are open to sensible offers to make room for my new tenants. These motor cars will all be MOT'd and can be driven away. For anyone wanting to view and examine these motor cars, if they would like to make an appointment, I would be happy to discuss offers.

Thanking all my customers for their company and patronage over the years.

I would also like to thank all the people who have been in contact recently with cards, letters and calls - your kind words are greatly appreciated.

Philip

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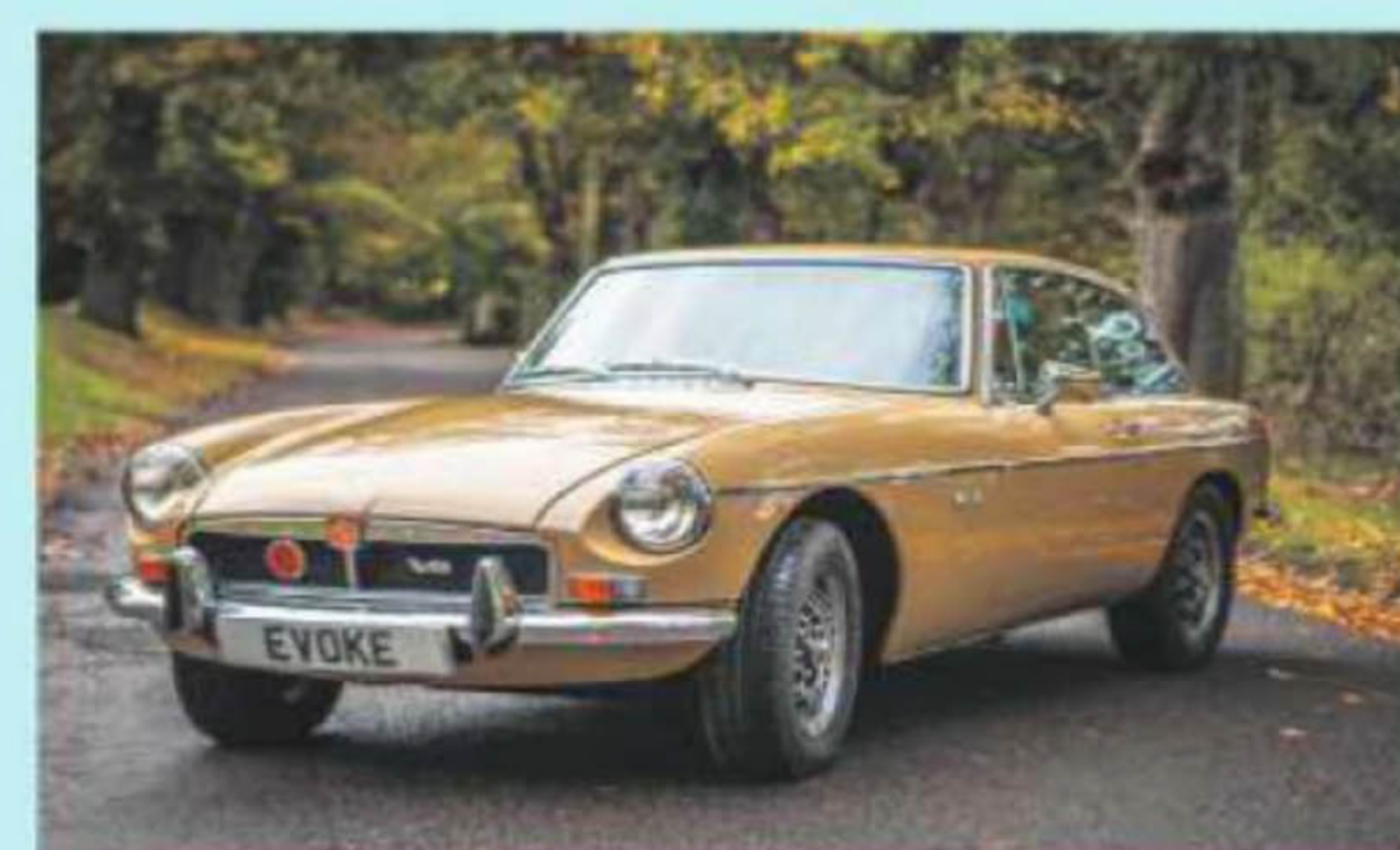
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Wanted. Ideally complete but anything considered, private buyer, willing to travel, please call 07930 660733, Glasgow

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Wanted. X300, MoT failure or rear damage, must be executive in dark green 07836 662966, Cheshire

JAGUAR XJ6

Wanted. X300, MoT failure or rear damage, must be executive in dark green 07836 662966, Cheshire

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MINI AUTO

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MOTORBIKE FOR RESTO PROJECT



Wanted. Anything considered, any size older the better. British bike would be ideal. Any spares or literature welcome. 07956 296418, Derbyshire

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Wanted. SGL/SGX, no silly prices, 1985-89 07543 454828, South Yorkshire

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Wanted. R reg, 1.4cc, manual, 3 or 4 door, sun roof or without. With MoT 07759 523246, Gloucestershire

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PORSCHE WANTED

Wanted. All models in any condition considered 07836 639603, Essex (T)

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ROVER ALL MODELS

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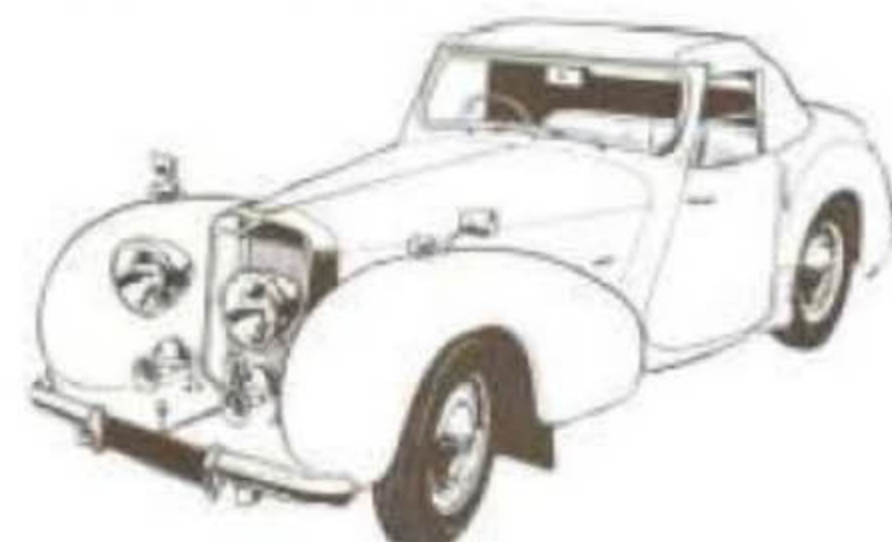
SIDE CAR

Wanted. Any make or style considered. 07956 296418, Derbyshire

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Wanted. 1966, TR4/4A/5 surrey top set or individual sections. Enthusiast owner requires surrey top for own car. Any condition will purchase single sections if incomplete. 01865 762859, 07960 447592, Oxon

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SAXO



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MERCEDES-BENZ

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PEUGEOT

206CC CONVERTIBLE

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RENAULT

CLIO

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9-3



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VOLKSWAGEN

BETLE



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VOLVO

C70

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A line drawing of a car from a front-three-quarter view. Red lines and labels indicate the location of the battery and alternator. The battery is located in the front left corner of the engine compartment, labeled 'BATTERY'. The alternator is located on the front right side of the engine compartment, labeled 'ALTERNATOR'.

A man with a beard and a denim shirt is holding a large, metallic turbocharger. He is looking at the camera with a slight smile. The turbocharger is silver and has a red band around its middle.

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1 The battery provides the initial power to start the engine. It also stores electrical energy for the car's systems.

2 The alternator generates electricity to power the car's electrical systems while the engine is running.

3 The water pump circulates coolant through the engine and radiator to keep the engine from overheating.

4 The timing belt synchronizes the rotation of the crankshaft and the camshaft to ensure the engine's valves open and close at the right time.

5 The spark plug ignites the air-fuel mixture in the combustion chamber, creating the power stroke that drives the piston.

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Bugatti Type 35 Recreation, Ally body, Front Engine, The only one of its kind £14,750



AC Cobra DAX, Probably the best one anywhere in the country £34,500



Jensen Interceptor Convertible, 1952, One of only a few ever made, 4 litre, manual, with Rally history, Outstanding original condition £69,950



1977 Aston Martin V8 Series III S Spec Supplied by Aston Martin Sales of Mayfair. The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburettors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCA5 Engine Number V/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome £165,000



Jaguar XJ6 1969 Series 1, 2.8 Auto, Starts and Drives well, Good brakes and steering, MOT ran out a while ago, Silver with Red Leather, in need of restoration £2950



Armstrong Siddeley, 6 cylinder, Excellent condition. Can be used every day, Original paperwork from new £9750



Rolls Royce 25/30 Limousine, 1936, Excellent condition, Ideal Wedding car, Ready to work, Non-original engine £29,750



Alfa Romeo Spider 2.0, 1989, in excellent condition throughout £6750 No offers



Datsun 240Z LHD, rare Auto. This is in excellent condition £18,450



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £12,750



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £12,750



Rolls Royce 1926 Limousine, 20HP, in Outstanding condition, £44,500



Jaguar MK 9, Two tone, in nice condition, needs some restoration £9750 No offers



Ferrari Dino 308 GT4 in excellent condition throughout, £39,450 P/Ex Welcome



Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £6750 No offers



Bentley Aluminium Sports Saloon, 1949, Only 25 were built, £29,750



Jag MK 2 Big bumper, 3.4 in Red with tan interior. Makers oil pressure, very original. £14,950 delivery possible



Bentley Continental GT, 2004, was owned by Jack Barclay's accountant. It's only just reached 50k miles. Full service history from new £19,950 No offers



Ferrari 355 re-creation from rare MR2 turbo, very quick in good condition £6950 No offers

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1913 OVERLAND Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated



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1923 CADILLAC V8 Town Sedan	£30,000
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1923 SUNBEAM 14 hp 4-seat tourer	£30,000
1924 ALVIS 12/50 SB open 2-seat ducks back replica	£25,000
1924 RENAULT NN Berline, Light car eligible	£14,950
1925 MORRIS Oxford six-light saloon	£20,000
1925 MORRIS Oxford "Bullnose" 2-seat tourer & dickey	£15,500
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1926 HUMBER 9/20 saloon	£17,250
1926 STAR 12/40 Pegasus narrow body sports 2-seat & dickey	£34,000
1927 ALVIS 12/50 TG Sports Saloon	£35,000
1927 AUSTIN 7 saloon "Top Hat"	£16,750
1927 CROSSLEY 20.9 tourer	£44,000
1927 VAUXHALL R-type 20/60 tourer	£34,500
1928 ALVIS 14.75 Beetleback	£46,000
1928 FORD Model A tourer, 24 hp, rith-hand drive	£16,500
1928 RUGBY Utility, built for export by Durant, bodied on import in S.A.	£12,500
1928 STAR Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising	£45,000
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1929 AUSTIN 7 RF fabric saloon, very nicely restored	£13,750
1929 HUMBER 9/28 saloon	£8,950
1929 MG 18/80 Mk I 2-seat tourer & dickey seat	£86,000
1929 MORRIS Cowley 2-seat special	£15,250
1929 SUNBEAM 16.9 Drophead Coupé by James Young	£34,500
1930 CROSSLEY 15.7 hp "deluxe" six-light saloon	£20,000
1930 Humber 16/50 Imperial 6-light saloon	£14,995
1930 ROLLS ROYCE 20/25 Sportsman's saloon by Southern Coach Work	£48,000
1932 ALVIS 12/60 TL Beetleback, restored and re-bodied 20 years ago	£48,000
1932 MORRIS Minor series I 2-seat tourer, total restoration, superb	£15,000
1932 RILEY 9 Holbrook tourer, twin carb., newly rebuilt engine	£28,000
1933 AUSTIN 18/6 Carlton saloon	£17,250
1933 MORRIS 10 4-door saloon	£7,800
1934 MG PA Midget 2-seat sports, super history and correct	£37,500
1934 RILEY 9 Monaco saloon	£18,000
1935 ROLLS ROYCE 20/25 Limousine by Park Ward	£35,000
1936 AUSTIN 16 York six-light saloon	£16,500
1936 RILEY 12/4 Kestrel Sprite saloon	£26,500
1937 AUSTIN 7 Ulster Special, road or race, quick car	£25,000
1937 AUSTIN 7 Hamblin Special, superb, frustratingly small for me!	£25,000
1937 HUMBER 12 six-light saloon	£12,750
1938 AUSTIN 7 Ruby	£7,000
1952 BENTLEY Mk VI "Big Bore" Standard Steel Saloon, super condition	£36,500
1955 ALVIS TC21/100 "Grey Lady" saloon	£27,000
1958 M.G. Magnette ZB 4-door saloon	£10,000
1960 MG A 1600 Fixed-head Coupe	£22,500
1964 LOTUS CORTINA Mk1 2-door saloon race prepared	£40,000
1964 MORRIS Mini Copper race prepared	£28,000
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1971 LOMAX 3-wheeler, Citroen 2CV based open sports car	£7,800
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£250, Good tyres 01942 223510, Wigan

ALVIS TD21 ENGINE AND GEARBOX



£600, Largely complete Alvis TD21 engine partly dismantled for inspection, good block and bores, good for spares or repair, £600. Matching seized 4 speed gearbox with bellhousing, spares/repair £100. 01625 861728, Cheshire

AUSTIN ENGINE



£200, ono, not sure if Austin Big 7? It has had bottom engine rebuild and lots spent on engine, also comes with top, please call for more details 07547 152301, Northamptonshire

AUSTIN HEALEY 3000 ENGINE

£7,950, Just rebuilt, original full running engine, unleaded and rebuilt head, high compression, factory spec by Healey specialists, ready to fit, mega detailed, descaled, tuned, reproduction flat classic, v5 07840 400569, Bristol

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4 wheel trims, good condition, all spring clips but needs cleaning, more details please call 07576 867648, Doncaster

AUTOMATIC GEARBOX

£350, Jaguar XJ8/XK8, up to 92 07888 822949, Coventry

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£360, Set schnitzer style 17" 5 spoke wheels with excellent tyres, 225 rear, 215/45x17 fronts, slight scuffs to rim edge (one wheel), inc wheel bolts, lock, fits E36/Z3 five stud. Corrected phone number 01529 302903, Lincolnshire

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BMW E30 BREAKING FOR PARTS



Many parts available including seats, headlights, diff, exhaust, glass, bumpers, trim, switches, wing off-cuts, can post, call for more info 07767 400602, London

BONNET

£40, Austin Maestro bonnet 07870 377343, Sheffield

BOOT LUGGAGE CARRIER



£60, ono, vintage rear boot luggage carrier comes with clamps 07547 152301, Northamptonshire

BUMPERS & CHROME

A55 MK2 rear, A60 rear + quarters, bezels, door handle, overriders (fronts), Escort MK1 van front NOS, superminx chrome. All good condition, please leave a message 01243 814459, West Sussex

MK3 SPITFIRE CHASSIS



£500, No offers, very good condition 01945 584100, 07981 896259, Wisbech

CLUTCH

£50, Plus P&P, Borg Beck clutch for Zodiac, Zephyr 6 MkIII, new boxed 01803 812932, 07842 960124, S Devon

DAIHATSU CHARADE G1 REAR LAMP



£20, new rear r/h lamp. Can post at cost, call text or whats app for details. 35387 6820270, Ireland

DOORS



£400 ono, Austin Metro, 4 doors, rear and back. Heated window section and 2 wings, 01945 584100, 07981 896259, Wisbech

DOORS

£500 No offers, Singer Gazelle, 1965, 4 doors, bonnet, boot lid, front section, grille 01945 584100, 07981 896259, Wisbech

DUNLOP VINTAGE WALL MOUNT TYRE PRESSURE GAUGE



10" diameter illuminated, lovely original condition, offers over £250 01234 838273, Bedfordshire

DYNAMO



Power steering with pump 01945 584100, 07981 896259, Wisbech

ENGINE

Call for price(s), 1936 Hillman 10 engine, gearbox, starter motor, dynamo 0161 881840, Manchester

ENGINE STAND

£60, Plus P&P, Nutool, hardly used, 1000lb/500kg, model 1311, £60 ono + p&p or arrangement. 01636 822042, Newark

ENOTS PETROL CAP

£10, Including P&P, This hinged screw fitting petrol or oil cap fits old bikes such as Norton/ Rudge. It's chrome finished 01376 343559, Essex

E-TYPE FRONT



£75, Open to offers, E-type front end, very rusty, ideal wall art or possible salvage for parts. What you see is what you get. 01473 620394, 01473 620394, Suffolk

FORD 2.3 ENGINE

£250, Open to offers, And 4 speed gearbox as removed from Cortina, was running, been in storage several years, includes distributor, carb, clutch, steering pump 01945 870854, Cambridgeshire

FORD CORTINA REAR LIGHTS



£45, ono, Ford Cortina Mk2 rear light in good useable condition will post 07770 837133, Staffordshire

FORD ESCORT PARTS



£250, MK4, new old stock, 117cc/1300cc HCS cylinder head, radiator, shock absorbers, springs, fuel pump, head lamp, wheel bearings, brake drums, water pump, ignition switch, hoses, wing mirror, plus others 01395 224650, 07727 461419, Devon

FORD FOCUS HEADLIGHT



MK1, driver's side head light, VGC £15 + a blower motor £13. Please call 07767 400602, London

FORD KA BREAKING

£200, ono, 2002, Enduro engine unit fitted, excellent runner, MoT failure, complete except back mirror, 630000 mls, 2 keys, dulingo 2ltr HDi cylinder head complete with valves and camshaft 01262 488672, East Yorkshire

FORD METAL SUN VISORS



£250, each, To fit Pop 1000E, Consul Mk1, Zodiac MK2, Austin A30-A35, Somerset A40, Austin Cambridge, all visors are in primer and have fitting clips 07792 410094, West Yorkshire

FORD MK1 CORTINA PARTS

£80, Set of four steel wheels, tyres hold air but perished. 01371 821024, 07860 314374, Essex

FORD V8 ENGINE 1940



£1,200, Ford V8 engine. 21 stud 90hp type. Unmolested and still in its original colour paint. 07974 644023, Yorkshire

FORD VINTAGE PARTS

New clutch cables, clearing garage so ideally call for item list, radios, equalizer, Capri radiator, wheels, Escort Mk2 camshaft, switches etc 07767 400602, London

FORD WHEELS

£150, ono, 4 Ford 14" wheels with good tyres 01938 552817, Powys

GARAGE CLEARANCE

Owner retiring, garage clearance, please call for more information 07376 730339, Cheshire

HEALEY 3000 GRILLE

£300, 1963 07593 438955, Surrey

HILLMAN



£145, Including P&P, Pre war Hillman grille, complete with badge and mascot and chrome trim. No rot or damage. A rare item. 01872 575140, 01872 575140, Cornwall

HILLMAN MINX ENGINE PARTS

£50, 1961, 1600cc 3C model engine parts, cylinder head, engine block sump manifold £50 01562 730215, West Midlands

HILLMAN MINX PARTS LIST

£40, Issued May 1960 part number 6600783 covering series 1, 2, 3 and 3a outstanding condition, as new, can't believe it has ever been used, you won't find a better copy 01209 890362, Cornwall

HARLEY DAVIDSON SPORTSTER MODULE COVER

£15, Black never fitted, no fixing screws with this cover, can post no problem. 07501 084121, Hook

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IMP PANELS

Nos panels available at competitive prices, also loads of secondhand parts, lists available 01704 893251, Lancashire

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£50, Open to offers, Jaguar series 1 XJ6 bootlid in good condition light corrosion but overall good condition for age. 01473 620394, Suffolk

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Grilles for Series 1/2/3/XJ6 Daimler, 2 types, perfect, £75 each. Plus very rare series 1 & Jaguar XJ6 spares available, lots more please call 07840 400569, Bristol

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Diesel E.S. Cylinder head & turbo, complete & perfect, to bolt on etc, no damage £250. Grey leather 7 seat trim available, all perfect, small repair in driver's piping only £400 ono 07840 400569, Bristol

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£15, No offers, (1960s) solid metal chrome reversing light, 12 volt made in England, in working order, good lens, no chips/cracks, chrome not mint complete with fixing bracket, use as is or restore. P&P £4.45. 07786 301887, Kent

LAND ROVER SERIES 1 AND 2 QUALITY RESTORED WHEELS WITH NEW 6 PLY RATING 600 TYRES

£975, ono, (the mould flashings are still there). These are original wheels with riveted centres. They where restored at considerable expense for a concours / show vehicle and never used. 07446 881808, Nottingham

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£150, Plus P&P, original, rare, plus £5 post tel/txt 07980 105313, Derbyshire

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£25, Lucas new indicator switch no 34432 suitable for some B/L cars. Can post at cost, call text whats app for details. 35387 6820270, Ireland

MARINA MK1 BONNET

£50, Plus P&P, No rust or dents, please call or arrangement 01636 822042, Nottinghamshire

MARK ONE GRANADA/CONSUL FRONT BONNET CHROME STRIP

£75, ono, Not Ghia, good condition 07814 153221, Lancs

MAZDA MAXS PARTS

£450, ono, Phoenix 2002. Leather seat - door panels in Sienna brown - perfect condition. Phoenix mats, brand new, 2 x Phoenix wheels 07758 817489, North London

MAZDA MX5 HARD TOP

£300, ono, MK2, light blue with hard top. 07894 092194, Essex

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£300, Big valve. Complete. Cylinder head, built up, perfect, including original factory inlet & exhaust manifolds & Rover big S.U carburetor & heat shield, low miles perfect all Rover original items 07840 400569, Bristol

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MGB new front indicator & side light lenses with chrome ring £15. Spare ring £5. New 'Bullet' polished right hand door mirror assembly with gasket £40. MGB s/h chrome bumper £40. MGZR dark blue rear bumper £40 07968 048762, Worcestershire

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£50, MGB twin hoop rollover bar together with 2 sets of harnesses, all as new, buyer collects or arranges courier, please call 07712 184028, Leeds

MGB SPARES

Inner sills to floor repair panels (both sides) £75, British made, new 01692 500988, Norfolk

MICHELIN 'X' RADIAL TYRE 155 X 14

£45, A new never used tyre but a few years old, it still has the manufacturing moulding flashing etc. Very suitable for a concours car as in perfect condition. For sale at a fraction of the new cost 07446 881808, Nottingham

MIDGET/MGB PARTS

MGB 1978 master cylinder clutch, brand new £40, slotted wood rim steering wheel £30 01283 337625, 07849 853044, Derbyshire

MINI COOPER BODY MARK 1

£9,995, 1965/66, ex Californian, no title, no vin, call Paul if seriously interested 07593 438955, Surrey

MINI ENGINE & GEARBOX

£245, ono, Mini 1098 engine & gearbox removed from Clubman Estate in 1980s and stored ever since 01234 838273, Bedford

MINI MK1 NEW REAR SHOCK



£10, Mk1 mini new rear shock. Can post at cost call text whats app for details. 35387 6820270, Ireland

MINILITE WHEELS

3 brand new alloy Minilite wheels 13 x 5 1/2" J 70mm between stud centres. £35 each or £100 for the three 01980 611773, 07767 302453, Wiltshire

MINTEX BRAKE PADS

£10, Including P&P, one axle set for Volvo 760/Cavalier 75-85, BMW 1502, Audi 100, Alfa Giulietta 77-86, new boxed, make in the UK 01376 343559, Essex

MK2 IAG PANELS



£100, Open to offers, 2 doors both n/s, and bootlid. doors have mechanisms and handles, boot has chrome trim. The panels are rusty but may be of use. 01473 620394, Suffolk

MORRIS MINOR WHEEL

£20, Split screen wheel and tyre, 5-20-13 tyre is nearly new, if not new / collection only or arrange own collection 07547 152301, Northamptonshire

PARTS ,UNUSED STOCK

Call for price(s), Large stock of 1970 to 1990 car parts, various models, makes. No body parts. all unused garage stock, original boxes. Ring for details. Offers, job lot. 01978 810393, 07738 551900, Wrexham

PETROL TANKS

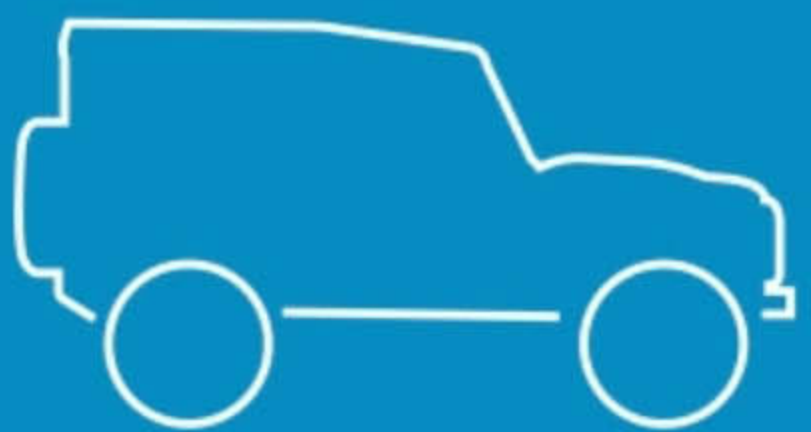
Open to offers, 2 x 60s Mini Cooper left and right tanks for sale as a pair 01234 838273, Bedfordshire

RADIATOR HOSE

£22, Plus P&P, top radiator hose un used for zephyr 6 zodiac mk111 01803 812932, 07842 960124, s devon

RENAULT FIVE MK2 WINGS

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RENAULT TRAFIC LAMP

£15, Plus P&P, R/N/side rear lamp, assembly brand new still boxed 2002/2010 07860 469764, Worthing

REV COUNTER

£80, ono, MGB GT Smiths 0-7000 rpm rev counter, negative earth in very good condition. Pair brand new, unused, Crosland 833 air cleaner elements 0115 9385003, Nottinghamshire

ROVER P4 GLASS WINDSCREEN WASHER BOTTLE

£95, Including P&P, very nice rare original, real glass, free UK post -tel or txt 07980-105313, Derbyshire

ROVER P4 PARTS

£150, Plus P&P, a very nice very rare full P4 toolkit 07980 105313, 07980 105313, Derbyshire

ROVER P6 ORIGINAL WORKSHOP MANUAL ETC.ROVER 200 (R8) REAR SCREEN

2000 & 2200 original 'Repair Operation Manual' £35. Original handbooks £10 each. P6 s/s door mirror glass housing only, £20.Bonnet badge£25. New mirror stem £10. Rover R8 new rearscreen £40. New frt brake disc £10 07968 048762, Worcestershire

ROVER SDI 2600 BARE CYLINDER HEAD

Open to offers, Hardly used, still in original box, please call 07831 240333, Lincolnshire

ROVER/METRO 100 ENGINE



£150, Open to offers, 1.4 diesel engine, gearbox, drive shafts, diesel pump, starter motor, 78000 mls used condition, collection only 01375 376863, Essex

SEATS



£145, Leather recliners pair. In black/blue complete with runners/head restraints, ready to install 01234 213871, Bedford

SPOKE WHHEL AND TYER

£70, ono, spoke wheel and tyer we don't know what wheel fits tyers is almost new size 5.25/5.50-17 and its a goodyear tyer worth the 70 on own collection only 07547 152301, Northamptonshire

STEERING WHEEL HANDLE

£10, Including P&P, clamp on control handle for quick turns to aid parking turns. Will fit up to 1inch dia wheel, was last used on my Series Land Rover. 01376 343559, Essex

SUNBEAM RAPIER BREAKING FOR PARTS

43,000 mls from new, offroad many years, 1960 01597 851539, Wales

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Pete tuckers joy of the early days, please call 01223 207324, Cambs

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£50, Bench grinder,free standing on a sturdy enclosed metal frame. Twin grinding stones approx.140mm diameter by 25mm.Belt driven by a 1/2 HP 3 phase electric motor. Good working order 07968 048762, Worcestershire

TRI CHEVROLET 1956



£50, Dashboard instrument chrome panel with speaker mesh, 150/210 model. in good original condition, not concoursesorry this has been used. Can post no problem. 07501 084121, Hook

TRIUMPH 2000 PARTS

Roadster & saloon parts, many items available, please call for details 01453 548037, 07773 356867, Gloucestershire

TRIUMPH DOLOMITE 1850 GEARBOX

Open to offers, As new, please call for more information 07831 240333, Lincolnshire

TRIUMPH SPITFIRE MK4

Breaking for spares, many parts available, also original MK3 steering wheel. 01692 500988, Norfolk

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£150, Open to offers, TR4 bonnet in very good condition for age some areas of light corrosion but overall very good condition. 01473 620394, Suffolk

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£175, ono, Twin su carbs on Volvo manifold in good condition will fit Volvo amazon or p1800 140 may fit other models 07770 837133, Staffordshire

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£60, pair unused,£60x13 biasbelted tyres,ideal classic Anglia/Cortina. £60 pair tyres, £40 pair 185/70/14 studded ice tyres, Kleber, £50 pair 5.20x15 m+s tyres, £40, pair Town+Country classic tyres, old 14', £30 07855 542195, Lancs

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£150, BF Goodrich 820/15 2 off. Firestone 820/15 4 off (unused). Cooper P235/75R 15 (narrow whitewall) 3 off. For sale as one batch, all with good tread, buyer collects 0118 9787306, Berkshire

VARIOUS

Plus P&P, Volvo 340 water pump and hoses excellent £40. Paddy Hopkirk gutter fix roof rack £40. Rover P4 wheel boss £25 (wood/leather) 07902 656157, Staffordshire

VARIOUS

Front seats for MK1 Corsa, set of door mirrors plus passenger door, all good. Set of Mini wheels with trims tyres. Vacuum tank for 100E. Escort MK1 engine and g/ box 0161 7611002, Bury

VARIOUS

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Austin Healey 3000 twin carburettor manifold, fun twin s.u carbs, casting aluminium No AEC 957, vapor blasted, £300, V5C and history for MK1 3000 and MK 2A both RHD, big Healey for sale separately 07840 400569, Bristol

VARIOUS

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£150, ono, Rear hatch with big spoiler, 2 doors, headlights, rear lights, stainless exhaust, bumpers and more. Price for the lot 01969 622331, North Yorkshire

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Wanted. Garages, workshops & sheds cleared anywhere. Collections purchased. Vintage/ Classic motorcycles wanted. Good price paid, prompt removal. Considerate assistance given with deceased estate. 07788 961514

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Wanted. Harvey Frost 1930s tyre changer wanted for a garage display. The one I'm looking for has a round cast iron base with cast in raised words as in photo. Will collect from anywhere. 07788 961514

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Wanted. Any 1960's Mini Mk.1 and 2 parts wanted. Good prices paid and prompt collection from anywhere. 07788 961514

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Wanted. Old filling station petrol pumps for restoration. Anything considered. Will collect from anywhere. Good price paid and prompt collection. 07788 961514

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NVE 757 OLD STYLE LOGBOOK



Wanted. NVE 757 Bond Minicar 1955 being genuinely restored, lost old-type Logbook & Documents wanted for DVLA to retain registration. Chassis no G5 9074 DF. Any Information or History gladly received. . 01258 840285, Dorset

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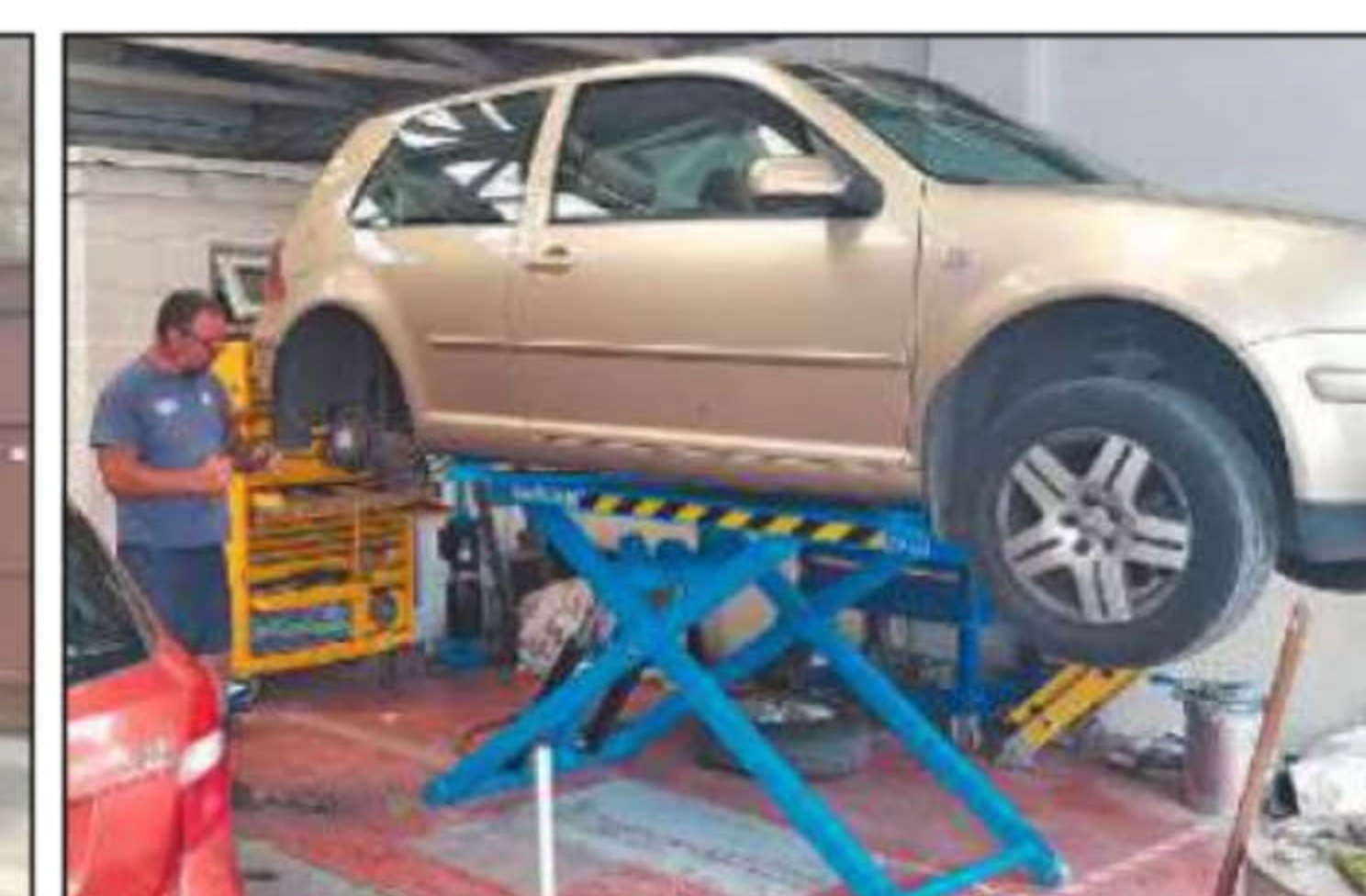
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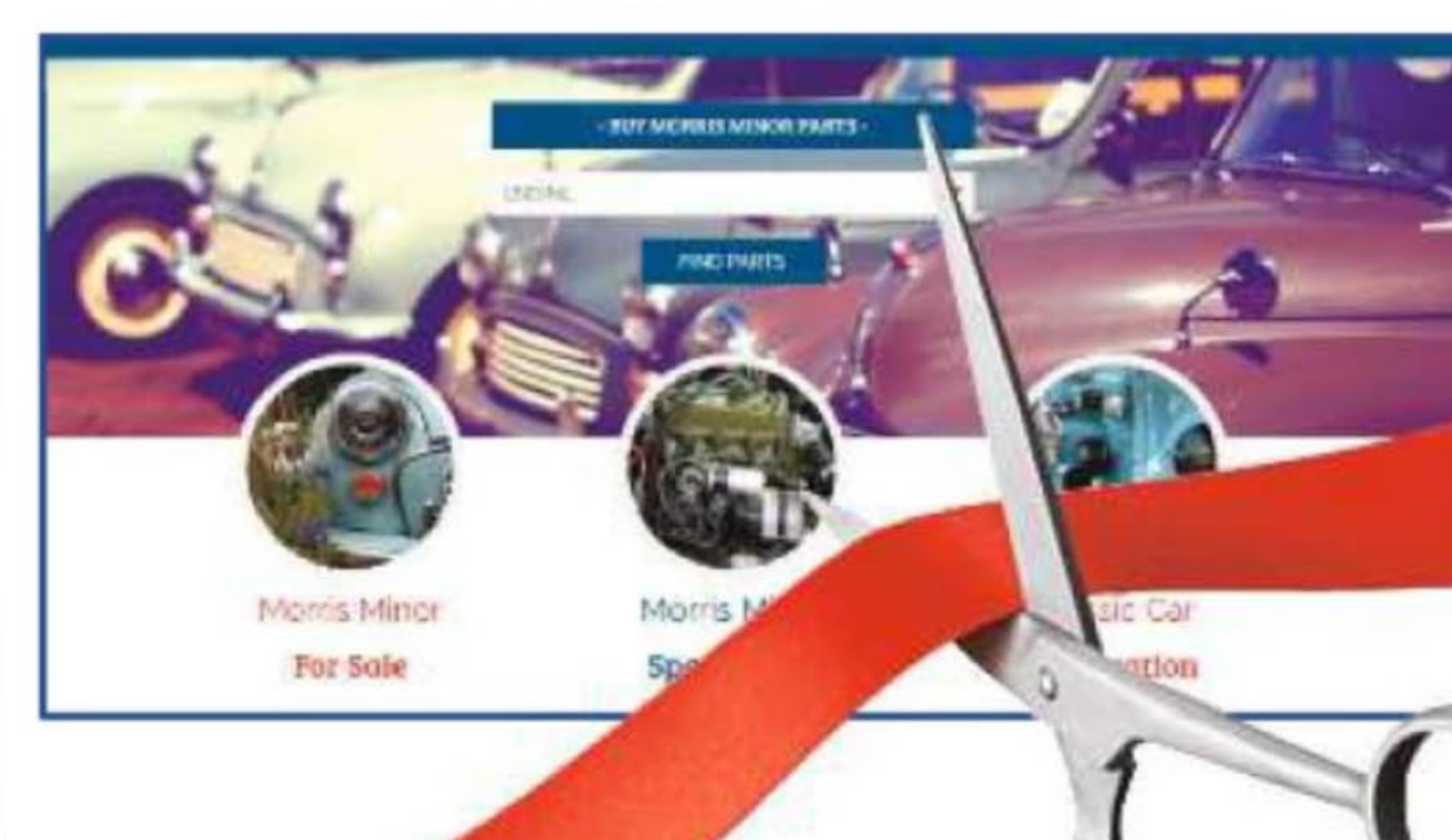
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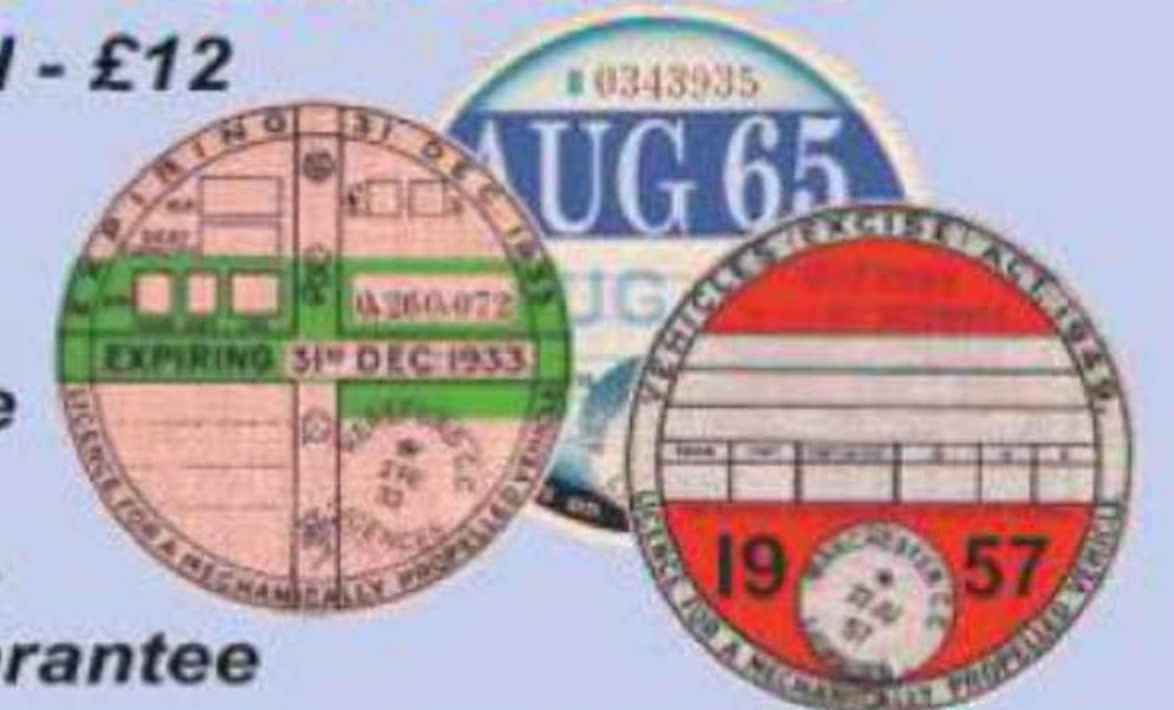
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THE WAY WE WERE

AUGUST 1985

SOUTH BRENT, DEVON

Transport ‘progress’ has successfully seen off the railway station that once stood here, so the locals can congregate with their family cars and commercial vehicles instead

Most of this was railway, once upon a time. This is the site of Brent railway station on the main line between London Paddington and Penzance. It served the surrounding village of South Brent on the edge of Dartmoor in Devon until its closure in 1964 (although the line remained – it’s over on the right) and, as with so many similar locations, most of it was cleared and what remained passed into commercial use. The substantial brick building in the centre was the old goods shed, now being used by the South Devon Furniture Ltd.

We’ll start on the right, with Minis. Yes, plural, because although the grey Traveller MkI or MkII is obvious in the car park, look just beyond the signal box and there’s a red Mini Clubman resting in the distance over on the far right. Being at least 16 years old here – the MkIII, with concealed door hinges, came out in 1969 – the small grey estate is showing its age, with its driver’s door in a slightly different shade.

Still, it could be worse. Like the Ford Transit MkI next to it, for instance. Mud-stained, work-worn, and with a rust-lined door casually left ajar – not to mention a bonnet so utterly covered in corrosion that it hints at an engine fire – we’re not even convinced that it’s still alive. There seems to be a brown flatbed example parked next door, with its bonnet up. Was this where south Devon’s Transits went to die?

Meanwhile, the neighbouring car obviously belongs to the West

RICHARD GUNN

Joined *Classic Car Weekly* in 2000. Now freelance, but has always maintained a connection with the newspaper that started his career.



Country’s very own Starsky and Hutch, if the red paint with ‘vector’ stripe look is anything to go by. Who needs a V8 Ford Gran Torino when there’s the option of a three-door Volvo 343 instead? They’re just as good for drifting – allegedly – and the bonnet would probably stand up to a lot more sliding across it by over-excited detectives demonstrating more haste and less speed.

After the pear-like Renault 14 and an unidentified red hatchback of similar size and profile, there’s a Transit minibus that at least looks alive, in the form of a facelifted MkII of 1984-86 vintage (the bigger front

‘Who needs a V8 Ford Gran Torino when there’s the option of a three-door Volvo 343 instead?’

VOLVO: THE SENSIBLE CHOICE

indicators are the giveaway). Further illustrating the versatility of the Transit platform is the white MkII of similar vintage, complete with custom high-bodied rear, nearby. So that’s pick-up, flatbed, bus and special van all in one shot.

Fords start off the next row, too, with a hint of Ford Cortina MkV (or ‘Cortina 80’, if you want to be pedantic) followed by a Fiesta L MkI and then another Cortina 80, possibly a mid-range GL, judging by the stainless steel window frames.

Vauxhall sneaks into the Ford sandwich with a Chevette filling before another Fiesta MkI. One of its short-lived competitors, a Chrysler (or Talbot) Sunbeam is next, almost completely concealing a red Mini. The beige estate with a brown vinyl roof is a third-generation A60 Toyota Carina estate. Proving that vinyl looks better on saloon tops than on estates is the adjacent Vauxhall Viva HC; with that toupée, it could be a top-spec Viva or a Magnum.

Beyond the fence is a yellow Ford Escort MkI and then a VW LT van.

What really stands out amid the cars parked on the road (including, variously, what appears to be an abandoned Mini van, an Austin Maestro, Renault 16 and S123 Mercedes estate of indeterminate spec – and is that a Ford Granada MkII in the far distance?) is the Ford 100E. The rear light pattern and twin doors suggest that it’s a 1959-62 Popular, making it at least 23 years old when this photo was taken. Who knows, maybe it was parked there when the station was still going?

WHAT’S UP, POP?

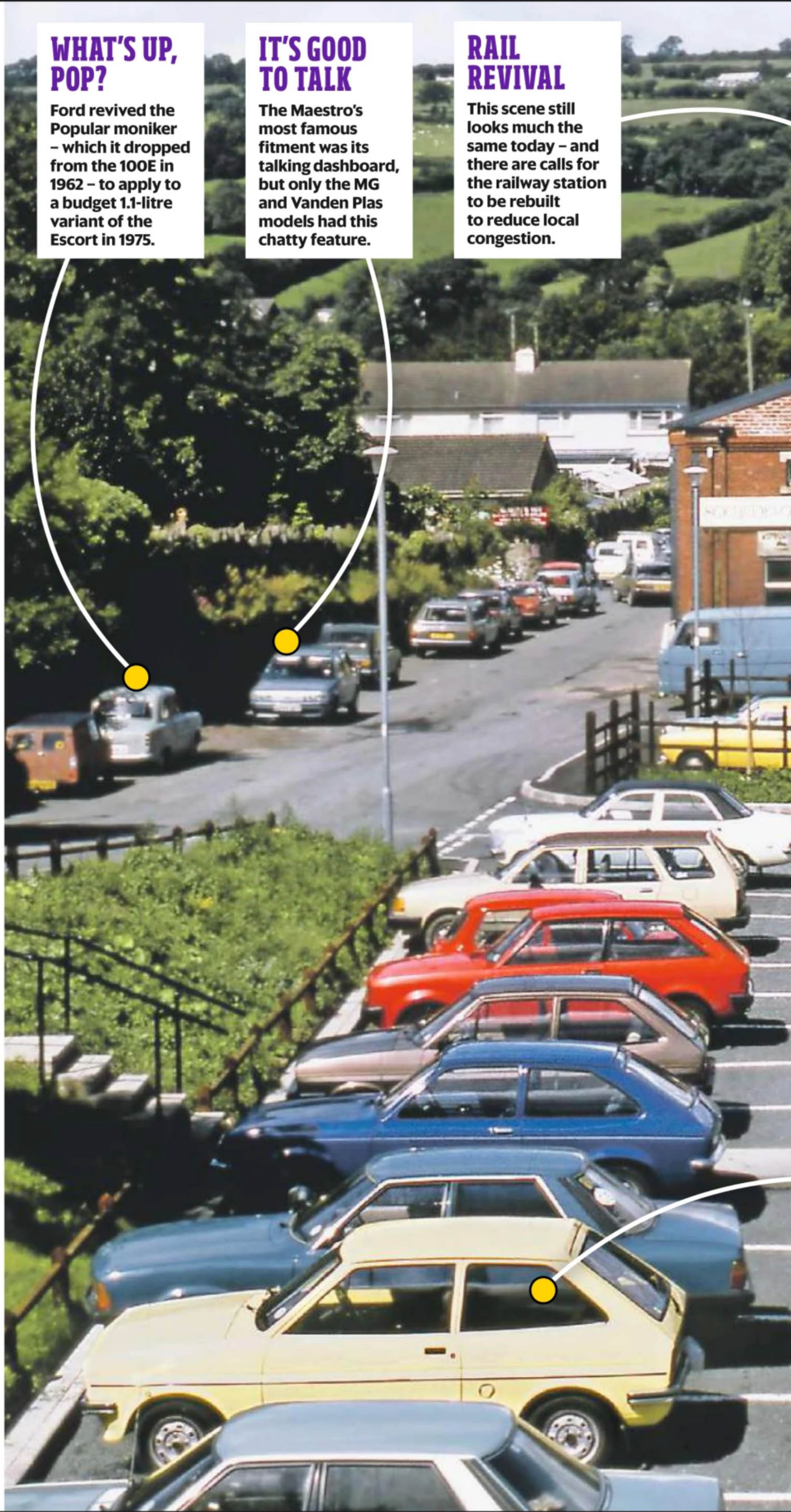
Ford revived the Popular moniker – which it dropped from the 100E in 1962 – to apply to a budget 1.1-litre variant of the Escort in 1975.

IT’S GOOD TO TALK

The Maestro’s most famous fitment was its talking dashboard, but only the MG and Vanden Plas models had this chatty feature.

RAIL REVIVAL

This scene still looks much the same today – and there are calls for the railway station to be rebuilt to reduce local congestion.



Traditional kiosks lingered in more picturesque locations.

LOSE YOURSELF IN 1985

RED OR DEAD

British Telecom announcement that it was to phase out its red telephone boxes led to a public outcry. The angular stainless steel and glass KX100 box was unveiled as the successor, heralded by BT as ‘...the most perfect telephone kiosks you could imagine’. The original plan, announced by Nick Kane, the company’s marketing director, was to replace all old boxes, but the campaign against the ‘clinical’ new ones was so vociferous that the scheme was eventually abandoned.

The *Guardian* newspaper’s assessment was that BT ‘has done

its utmost to turn the phone box from one of the most famous and elegant pieces of street furniture into one of the most boringly ugly’.

THE BATTLE OF THE BEANFIELD

The Stonehenge Free Festival had been held since 1974, but New Age travellers intending to set up the 1985 staging clashed with police after a High Court injunction was taken out to stop them reaching the historic landmark.

When the ragtag convoy of old vehicles ran into a roadblock of lorry-loads of gravel tipped across the A303 by the authorities, seven

miles from the site, violence broke out, with the police employing shock tactics similar to those used in the recently-ended miners’ strike.

The startling scenes, dubbed The Battle of the Beanfield, were broadcast on television, resulting in considerable public sympathy for the travellers. Dozens were injured, both on the convoy (which contained about 600 people) and in the police ranks (which contained 1300 officers).

Some 537 travellers were detained, making it the largest mass arrest of British citizens since World War Two.



The Battle of the Beanfield resulted in some disturbing scenes.



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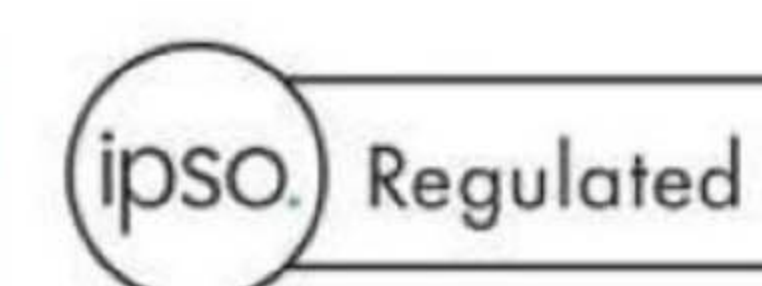
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BRAVO, BOBCAT!

Developed under the 'Bobcat' name, the original favoured name for the Fiesta was 'Bravo'. Fiat later borrowed that for its 1995 hatchback.

HURRICANE FORCE

UK Transits were built in a plant near Slough – which built Hurricanes during WW2 – until 1972. This one looks like it's taken a direct hit.

MARKING UP

The 1969 change from Mini MkII to Mini MkIII – when the door hinges were hidden – led to a project name change from ADO 15 to ADO 20.



THE WAY WE WERE: VOLUME 4

Head back to the days when cars from Austin, Morris, Rootes, Standard-Triumph and Ford ruled the nation's roads in this special edition magazine. It's packed with British street scenes from the 1950s to the 1990s, with CCW's experts revealing more about the UK's best-selling cars. Go to tinyurl.com/ccwspecials to pick up this 100-page celebration of British motoring.

ON SALE ONLINE!



Van or MPV in miniature – the Extra really did give you that, er, little bit extra.

VAN OF 1985 RENAULT EXTRA

Our main image features quite a few commercials, so it seems apt to cast our minds back to a van that came on the scene in 1985, albeit one that was based on a car.

The Renault Express – known as the Extra in the UK and Ireland – replaced the long-running Renault 4-based F6 and used the second-generation Renault 5 as its

platform. However, tweaks such as the black plastic nose with recessed headlamps and a raised cabin roof made it look substantially different.

The wheelbase was also lengthened by 15cm and then, of course, there was the small matter of the large box tacked on the back, with or without windows and seats, depending on variant.

The Extra outlived its parent model by a few years; the R5 vanished in 1996, but the little load-lugger survived until 2000 in Europe and 2002 in South America.



It's a Renault 5, really, but not quite as we know it.

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